

AMERICAN TROOPS AT VLADIVOSTOK LEAVE FOR FRONT

First Detachment Entrain To
Fight Against Teutons
In Siberia

CZECHS RETREAT

Outposts Withdraw After
Severe Battle On The
Ussuri Front

PORT IS QUIETER

Threatened General Strike
Of Bolshevik Workers
Fails To Materialise

Reuter's Pacific Service

Vladivostok, August 18.—Generalissimo Otani arrived this morning. A detachment of American troops entrained for the front today.

The Americans are preparing a grand parade tomorrow on the occasion of the great Russian holiday. Vladivostok, August 18.—German agents, of which Vladivostok is full, made futile efforts to hamper the unloading of transports. They twice called strikes of the laborers engaged in handling stores. The transports were successfully discharged by the soldiers. These agents have even gone to the extent of approaching the men in an attempt to dissuade them from participating in military action "for the restoration of the Tsar."

In the absence of any control, these agents and agitators have a free hand and have sought to spread the belief that the fact that the American troops are still on board their transports is due to a mutiny and their refusal to land. In spite of the purpose of the Commander to employ Russian labor on the same terms and with the same consideration shown to American labor, it is feared that the agitators will force the securing of service battalions. Strike Doesn't Materialise

The strike demonstration failed to materialise, on account of discord in the ranks of the Bolshevik supporters.

The Czechs and Kalmikoff's Cosacks have been engaged in a brisk fight on the Ussuri front. The latter pushed their advance on the right of the Czechs, whereupon the enemy attacked and drove them back slightly with a few casualties.

The enemy has two gunboats which are active on Lake Khanka and the upper Ussuri, manned by German Red Guards.

The day has been devoted to official calls on General Otani.

Vladivostok, August 17.—The threatened general strike resolved itself today into a partial strike of printers, dock-men and casual laborers, who issued a declaration demanding the release of the imprisoned Soviet delegates; the expulsion of General Horvath from the town; the trial by court-martial of a British sentry for shooting a workman at the Arsenal recently; denouncing the Czech-Slovak for abolishing the Soviets and the Allies for establishing a military dictatorship.

The trade, commercial and professional unions passed resolutions stating that they took no part in the strike.

The publication of the newspapers has been stopped for the time being. **Stiff Battle On Ussuri Front**

Vladivostok, August 18.—A contingent of Japanese marines has been disembarked at Nikolaevsk, on the Amur, for the protection of their nationals.

There has been a fierce fight on the Ussuri front between the Czechs and the Bolsheviks which resulted in the retirement of the Czech outposts.

In view of the urgent need, a demand is made that the Canadians be despatched to Siberia immediately. Tokio, August 18.—Official. General Kalmikoff's detachment of the first line of our right wing has been compelled to retreat owing to a severe attack made by the enemy on the morning of the 15th.

According to the inhabitants, three gunboats with troops 3,000 strong have appeared on Khanka (Continued on Page 11)

German Barbarities On Wounded And Prisoners Told By British Soldiers

Unarmed And Defenseless Men Herded Into Enclosure And Jets Of Liquid Fire Turned On Them By Squads Of Enemy Troops

(Reuter's Agency War Service)

London, August 17.—Details are officially published of gross outrages, perhaps without parallel for fiendish cruelty, upon British prisoners and wounded men in March last. The facts are authenticated by sworn statements of Scottish soldiers who were of the party maltreated.

A private of the Black Watch tells how he and a number of his comrades were surrounded and compelled to surrender near Monchy on March 28.

"Our rifles and equipment were taken from us. We consisted of one officer and sixteen men, ten of whom were wounded. We were lined up in our original front-line trench and left without a guard for some time. Then a German officer and two men appeared on the edge of the trench. One man carried a container on his back while the other was armed with a rifle and short bayonet. The officer carried a revolver. The officer gave an order and the man with the container turned a stream of liquid fire straight down the trench in which we were standing. He could see plainly that we were not armed. He continued to play the liquid fire on us for six or seven minutes."

This witness added that he and a few of his companions who were able to move scrambled down the communication trench and got over the top to the British lines.

A private says that after he and some other prisoners were captured and disarmed they were marched down a trench to an emplacement six feet deep, nine feet wide and nine to twelve feet long. Its sides were perpendicular except at one end, which sloped. The prisoners were tightly packed into this enclosure.

Two Germans then appeared at the entrance to the emplacement.

"One had no rifle or equipment but carried a revolver and appeared to be an officer. The other also wore no equipment but had strapped to his back a cylinder with a flexible pipe over his shoulder, the end of which he carried in his hand. Just as he reached the entrance of the enclosure a flame spurted but in a stream from the pipe and caught the men who were nearest to the entrance. I immediately dropped as far as I could and got my face on the ground. Other men lay around and partly on me. I heard a hissing sound for a short time and then it stopped and restarted. During this time men were shrieking and writhing about. The stream reached right back to where I was and my overcoat and tunic caught fire. By this time all the men were on the ground."

This soldier managed to crawl up the slope and get away.

The evidence of another private shows how an officer who was wounded in the head and foot and also four wounded men and three unarmoured men were in an old trench when two Germans came up with liquid fire. One stood with a revolver in his hand and ordered the party to get back to the German lines while the other man squirted liquid fire over all the members of the party. The hands and right ear of the narrator were burned. Three of the party managed to run away and reach the British lines. The Germans must either have suffocated or burned all the five wounded men as nothing further has been heard of them.

The British Government has protested to the German Government against these outrages.

Arrival Of Trotsky In Finland Reported

Lenin Said To Be On German Ship At Helsingfors Or Reval

(Reuter's Agency War Service)

Stockholm, August 18.—An unofficial report from Finland states that Trotsky arrived in Helsingfors on the 13th and it is believed that Lenin is on board a German ship at Helsingfors or Reval.

DANGER OF PRIVATION OVER, SAYS HOOVER

Committee Of Controllers Has
Drawn Up Food Program
To Cover All Allies

(American Wireless To Reuters)

Washington, August 18.—(Received by French Wireless Station).—The United States Food Administrator, Mr. Herbert Hoover, in London has issued a statement to the Press according to a cable from London, in which he said:

"The danger of privation has now passed. I am satisfied with the result of the conference held by the Food Controllers here during the last few weeks. A program was agreed upon as to the different commodities required not only to maintain the health but the comfort of the armies and civil population. The people of North America are able this year to shoulder the movement of the great bulk of the food supplies required and therefore it is possible to curtail the total length of the voyage necessary to bring the supplies and thus to effect a considerable saving of tonnage. Arrangements have been made by the four Food Controllers creating a Food Council to be maintained in continuous session here in London. There will be a universal war bread of better quality than last year for all those fighting Germany, and this bread will be distributed practically without rationing. There will be ample supplies of fats and meats if our populations will be economical and avoid waste and we shall be able to build up stocks of cereals against the next harvest."

Spain To Confiscate German Ships In Port

Will Take One Vessel For Every Spanish Vessel Sunk By Submarines, Is Report

(Reuter's Agency War Service)

London, August 17.—The Times correspondent at Santander, in a message dated the 15th, states that the Spanish Note, which has now been received in Berlin, announces that Spain will confiscate German shipping in Spanish ports to an amount corresponding with the German outrages on Spanish shipping. There are about ninety German steamers in Spanish ports.

Three Are Burned In Yalu Road Fire

Amah And Two Children
Badly Injured In Blaze
Last Night

A woman and two children were severely burned last night in a fire which partially destroyed a dwelling house at R.A. 574 East Yalu Road, near Singkoping Road. The three were evidently trapped in one of the upper rooms and received their injuries in making their escape. They were taken to St. Luke's Hospital where it was said that the woman, an amah, was in a very serious condition.

The alarm of the fire was turned in at 9:40 and the Hongkew Company on arrival found the first floor of the building in flames. Little difficulty was experienced in extinguishing the blaze.

180,000 BASEBALLS FOR MEN AT FRONT

Y.M.C.A. Places Orders For
\$500,000 Worth Of
Sporting Goods

(American Wireless To Reuters)

New York, August 17.—(Received by French Wireless Station).—The Y. M. C. A. has placed orders for sporting goods to the value of \$500,000 for the American army overseas, including 180,000 baseballs.

The Big Three Of U. S. Shipbuilding Industry



CHARLES PIEZ E. N. HURLEY C. M. SCHWAB.

Charles Piez, Edward N. Hurley and Charles M. Schwab, from left to right, are the three men in whose hands lies the future of America's merchant marine. Their efforts already have produced results far beyond the expectations of the nation. On the Fourth of July more than one hundred vessels were launched at shipyards all over the United States. The photo was taken in Chicago where the "Big Three" addressed workers in war plants.

3,000,000 UNDER ARMS IN UNITED STATES NOW

1,450,000 Have Left For Duty
In France Or Elsewhere;
1,550,000 In Training

(American Wireless To Reuters)

Washington, August 17.—(Received by French Wireless Station).—At a conference of the Senate Military Committee General March, Chief of Staff, said that the American army now under arms numbers slightly over 3,000,000. There are 1,450,000 in France or on the way, and approximately 1,550,000 in cantonments at home. General March asserted that newspapers and official reports received through the Spanish Ambassador give evidence that the American prisoners in Germany are singled out for mistreatment.

Discussing the battle situation, General March said that the Germans are now voluntarily surrendering portions of their lines at different points. On the Vesle, where American troops are in the line, only artillery fire and raids are reported. He read a French division Order which paid high tribute to the valor and efficiency of the Second Artillery Brigade of the Second American Division, which aided the French infantry in two days of fierce fighting at Chateau-Thierry.

CROWDS PARADE TOKIO; VIOLENCE DECREASES

Japanese Papers Demand Terauchi's Downfall For Suppressing News Of Riots

Reuter's Pacific Service

Tokio, August 17.—Official: The crowds last night at different points here totaled 36,300. There was no violence anywhere.

At Kyoto, Osaka, Kobe and elsewhere the situation is gradually quieting down.

Osaka, August 17.—Osaka and Kobe are quiet, though the tram-car traffic is suspended after dusk and soldiers continue to patrol the streets. The official sale of rice commenced at ten of the public schools in the city and soldiers and police were to be seen conveying the rice carts.

Minor disturbances continue in the provinces.

Osaka, August 16.—The Osaka newspapers denounce the ban placed on reports of the disturbances as tending to create public uneasiness and they are calling a press conference tomorrow of all newspapers and news agencies in the neighboring districts for the purpose of removing the Terauchi Ministry.

Price of Rice Jumps Here

The price of rice jumped up fifty cents per picul in Shanghai yesterday in view of the persistent report that the cereal will be allowed to be exported from the Province of Kiangsu. About 5,000 piculs are reported to have been purchased by Japanese firms yesterday. Governor Chi Yao-ling, of Kiangsu, however, emphatically denied the authenticity of the reports that prohibition of the exportation will be removed to allow rice to be sent to Japan to relieve the rice shortage. At the closing hour of the market yesterday, rice of the ordinary grade that sells for \$7.20 per picul was quoted at \$7.73 to \$7.75. A further rise is expected.

Mr. Chiang Chung-huan, the Chinese Minister to Tokio, reports that no damage was suffered by Chinese residents in Japan during the rice riot.

The Weather

Cooler but overcast today. The maximum temperature yesterday was 81.3 and the minimum 71.6, the figures for the corresponding day last year being 85.8 and 73.

Americans Discuss Plan Of Campaign For New Bond Issue

Fourth Liberty Loan Considered By Committee; General Meeting Soon

Plans for the Fourth Liberty Loan campaign in Shanghai and the matter of arousing greater interest among local Americans in Shanghai volunteer organizations were two topics discussed at a meeting of the Executive Committee of the American Association of China and the American Chamber of Commerce held at the United States Consulate-General yesterday afternoon.

The committee met with Mr. N. T. Johnson, American Consul-in-Charge and the methods of the previous Loan campaign were laid before him by those who had been active in it. The discussion was general and no definite schemes were laid down, as it is the intention of Mr. Johnson and the committee to call a general meeting of Americans shortly to consider the new bond issue and other matters of interest to the community. Among these will be also the question of creating more interest in the American unit of the Shanghai Volunteer Corps.

Mixed Court Ghosts May Revel Tomorrow

Institution To Be Decked and
Vacated For Spirits' Reception

Tomorrow the spirits of departed litigants may roam at will through the chambers of the Mixed Court, or gather in reminiscent groups to argue over the points and pleadings of cases on long forgotten dockets.

Tomorrow the Mixed Court observes the Spirit Festival. The regular routine will be suspended for the day and the Chinese attaches of the court will provide strings of paper money, paper costumes and suitable admonitory messages for the restless phantoms who flit the Mixed Court "beat" without lineal descendants to look out for their phantasmic welfare.

The Mixed Court is located on a particularly ghostly site, having been erected on property which was once a sizeable burying ground. And some of the tales that the Sergeants tell about happenings to the man on late night duty! Br-r-r-r! They're all hoping that tomorrow's reception will be such as to appease and pacify the most fidgety spirit.

POINCARE PAYS VISIT TO AMERICAN BASE

Sees Landing Stage Where
33,000 Men Can Be Disembarked In Ten Hours

(Reuter's Agency War Service)

Paris, August 17.—President Poincare has paid a visit to Brest, where he has inspected the huge new docks and the American naval base which has recently been enormously developed and includes a floating landing stage, the construction of which is so advanced that one convoy from the United States has already disembarked 33,000 men and their stores in ten hours. He witnessed the march past of three American regiments which were just leaving their training camp for the front and saw a convoy of merchantmen, escorted by an airship, seaplanes and destroyers, a very impressive sight.

ALLIES, SHIFTING ATTACK, ADVANCE TO EDGE OF ROYE

Make Two-Mile Gain
North And South
Of Avre

ON STRAIGHT LINE

French Completely Capture
Of Lassigny Plateau Dominating Whole Region

OTHER VICTORIES

Germans Are Retreating
North Of Albert And
Near Amentieres

The Battle In Brief

The British and French are within a mile of Roze. The Germans were forced back north and south of the Avre on a front of nine miles. German counter-attacks to relieve Roze were a costly failure.

Further south the French have completed the capture of the Lassigny Plateau, giving them the domination of this part of the battlefield.

The Germans are retreating also at two other points outside the present zone of fighting, north of Albert and near Amentieres.

[The telegrams received over the week-end are given below in chronological order in order to make the progress of the battle more clear.]

(American Wireless To Reuters)

Washington, August 17.—(Received by French Wireless Station).—The advancing French, British and Canadian forces are menacing Roze. The enemy has been pushed back on a front of nearly nine miles north and south of the Avre.

(Reuter's Agency War Service)

London, August 16.—Field Marshal Sir Douglas Haig reports this morning:

We advanced our lines slightly during the night northward of Morlancourt and repulsed an attack against a post in this vicinity after sharp fighting.

Local fighting occurred in the northeastern outskirts of Thiepval Wood. Our patrols there crossed to the left bank of the Ancre.

Further north our patrols pressed forward between Beaumont-sur-Ancre and Puisieux-au-Mont.

There has been increased hostile artillery bombardments southward of the Somme and between the La Bassée Canal and Ypres.

Field Marshal Sir Douglas Haig reports this evening:

We repulsed a strong counter-attack against our new positions at Demery, inflicting great loss on the enemy, taking 250 prisoners and many machine-guns.

Progress Toward Roze
Our advanced troops yesterday, in co-operation with the French, made substantial progress in the direction of Fresnoy-le-Roy and Fransart, taking prisoners.

Aviation.—We destroyed four enemy aeroplanes and drove down five out of control. One British machine is missing.

We dropped 22½ tons of bombs and heavily attacked two aerodromes, several dumps and railway connections. All our night bombing machines returned.

A German official communiqué reports:

Southward of Thiescourt the enemy captured Attache Farm. The enemy suffered heavily in the fighting for Lassigny. We drove him back six times during ten hours of heavy fighting.

Reuter's correspondent at British headquarters reports today:

Germans Use Up 36 Divisions
Since August 8 the Germans have employed thirty-six divisions on a front of 43 miles, fifteen of which were from the reserve. We have

taken 15,661 prisoners from seven divisions and the fighting value of these units is destroyed for the time being.

A captured order shows that the enemy has experienced great difficulty in getting drafts and the average fighting strength of the battalions in some divisions is a little over 300.

There was sharp fighting this afternoon near Bucquoy. We occupied Puisseux-sur-Mont, where a patrol of New Zealanders penetrated on the 15th. The Canadians repulsed a counter-attack at Damery yesterday afternoon, taking 250 prisoners and killing or wounding 1,300 of the enemy.

We pushed on in Flanders west of la Couronne.

Victory On Thiescourt Massif
Reuter's correspondent at French headquarters wiring yesterday reported:

General Humbert's troops have gained ground today which was very important, though small in extent, on Thiescourt Massif by capturing the Attiches position, so-called after Attiches Farm, and Monolith Farm, which crown the crest at a height of 550 feet and dominate the valley of the Divette and all the German positions and roads below.

A couple of miles northwest is the crest crowned by the Chapel at St. Aubin, which the enemy holds, overlooking Pienmont.

With Attiches Farm and Monolith in our hands we are very nearly masters of the massif and the position may become so difficult for the enemy that his whole left wing to Noyon and the Oise may be in danger.

Shift Attack To Avre

London, August 17.—Yesterday's official communiques show that the British and French continue their victorious pressure on the Somme battle front, having transferred their main attack from the Lassigny area northwards to the region of Roye where, as the result of yesterday's gains, the Allies hold an absolutely straight line running through Goyencourt, St. Maré and Laucourt running north and south and only a mile west of Roye. Thus their advance yesterday was for a depth of two miles on a front of nearly four miles. The German hold on Roye is very precarious. The French are west and the Canadians northwest of the town.

The capture of the bulk of Bois-des-Loges removes the last remaining obstacle to the defence of Lassigny on the northwest. The gains secured by the Germans in this region last March are now completely wiped out.

Advance North Of Roye Road
Field Marshal Sir Douglas Haig reports this morning:

We made progress north of the Roye road and north of the Ancre. We also made progress in the neighborhood of Vieux-Berquin after sharp patrol fighting. A few prisoners were captured here and in the neighborhood of Merris.

There has been considerable hostile bombardment at Mont Rouge, Scherpenberg and Zillebeke Lake.

Field Marshal Sir Douglas Haig reports this evening:

Our line northward of Procyrt advanced slightly last night and today. Progress has been made on a front of nearly a mile northward of Lihons.

The enemy attacked certain of our posts in the Scherpenberg sector but was repulsed after sharp fighting.

We beat off an attempted raid in the neighborhood of Locre which left prisoners in our hands.

Aviation.—We brought down thirteen enemy machines and drove down two out of control yesterday. Six British machines are missing. The hostile aerodromes at Haubourdin and in the vicinity of the Somme were heavily attacked on the mornings of the 15th and 17th respectively by large numbers of our machines. Bombs were dropped from a low height and at the former aerodrome six hangars were demolished and two machines standing in the open destroyed. Three hangars were destroyed at the latter aerodrome. At both places the living quarters were heavily fired on and several fires were started.

Over forty tons of bombs were dropped by us during the twenty-four hours.

Whole Lassigny Plateau Is Held By The French

Paris, August 16.—The French 3rd Army under General Humbert yesterday completed its great task of capturing the whole plateau of Lassigny, which dominates the whole southwestern corner of the battle-field.

The official communiques issued this afternoon report:

Our troops made progress in the region of Villers-le-Roy and St. Aunin.

Eastward of Armancourt we occupied our former first line.

In Champagne we took some prisoners in the Perthes-les-Hurlus sector and repulsed an enemy attack eastward of Maison-de-Champagne.

The official communiques issued this evening report:

In the region west of Roye we pressed back the enemy by a series of local attacks, despite his resistance.

North of the Avre, in co-operation with the Canadians, we advanced our line to Goyencourt, St. Maré-les-Triots and Laucourt.

South of the Avre we penetrated deeply in Bois-des-Loges.

Germans Retreat At Other Points
The Germans are falling back slowly at two other different points, north of Albert and near Arras, where they seem to intend clearing gradually right out of the salient. These retreats suggest that they have abandoned all idea of a large offensive at present and are shortening their front as much as possible.

The following figures, taken from

a most reliable source, give an idea of the frightful consumption of men in the German army. Since the beginning of the war until the end of July, 1918, the Germans had about 6,000,000 men killed, wounded or missing. The number of men called to the colors during the same period being 12,000,000, half their fighting forces have been put out of action. The figures of men killed reach a high total. For the period included between August 1, 1914, and the March offensive in 1918, 1,400,000 Germans were killed, not including losses in the navy. To this figure must be added about 120,000 for the offensive which opened on March 21 and the operations which followed to June 17. Since then the losses sustained by the enemy have been very considerable and would increase in striking proportion the figures above mentioned. This explains the order recently issued by General von Ludendorff to his generals: "It is absolutely essential that we should avoid our former method of attack in dense formation and reduce our losses in every way." It is easy to understand the necessity for the economy recommended by von Ludendorff when the man-power of America is steadily increasing and troops are landing in the east.

Twelve German aeroplanes were felled yesterday.

Paris, August 17.—The official communiques issued this afternoon report:

There was great artillery activity during the night west of Roye.

We continued south of the Avre to progress in Bois-des-Loges, reaching its eastern edge.

We repulsed a strong attack against Monolith and Carnoy Farm between the Matz and the Oise.

Germans Counter-attack In Vain
The Germans yesterday continued the tactics they have been forced to employ during the past weeks. They are making desperate efforts to stay off our further advance and to gain time for the removal of their supplies and the organization of their defense.

By a counter-attack on a large scale they endeavored yesterday to secure temporary relief for Roye, which is constantly under our fire at close range, but in this aim they completely failed. Two hundred and fifty prisoners and several machine-guns were left in the hands of the Allies and the French and Canadian troops together followed up their success and closed the cordon tighter round the town by advancing along the river Avre.

The official communiques issued this evening report:

We continued to progress, fighting north and south of the Avre. We captured the strongly held Caesar's Camp trenches west of Roye and pushed our lines south of the Avre to the vicinity of Beauvaingne. Over 1,000 prisoners, numerous machine-guns and much material have been captured north and south of the Avre since yesterday.

Further south we captured Caun-sur-Matz. A strong enemy counter-attack on Carnoy Farm was repulsed.

North of the Alsne in the region of Autrechues we captured the positions held by the enemy on a front of five kilometers to a depth of 1,500 meters, taking 240 prisoners.

Allies Have Regained Third Of Lost Ground
Picardy Offensive Has Resulted In 40,000 Prisoners And Big Casualties To Enemy

(American Wireless To Reuters)
Washington, August 15.—Received by French Wireless.—Gen. March, Chief of Staff, told the Military Committee of the Senate yesterday that in their recent offensive in Picardy the Allies have regained approximately one-third of the territory the Germans took in their drive last March, together with approximately 40,000 prisoners. He said that the Allies had succeeded in killing a large number of Germans and capturing much ordnance in what he regarded as a most telling victory at this time.

Press despatches report that our anti-aircraft guns drove off two German bombing squadrons which were attempting to bomb the American hospitals in the Vesle sector.

Along the Vesle the French and Americans continued a harassing artillery bombardment day and night, the Germans replying at intervals.

General Pershing, in his official communiques of August 15, reports: "Yesterday in the course of a combat in the region of Filery, our aviators shot down hostile aeroplanes."

The official communiques issued on August 17 report: "In Vosges our troops, in the course of successful local attacks, captured the village of Frapelle."

The French have carried the plateau of Autrechues, 10 miles northwest of Soissons, thus obtaining a position which dominates the region northward toward the Oise.

\$1 opens a Savings Account. \$100 opens a Checking Account.

HOMELANDS OF SOME OF OUR DEPOSITORS.

America, Australia, Canada, China, England, France, Ireland, Italy, Japan, Norway, Portugal, Russia, Scotland, Switzerland, Wales.

The American-Oriental Banking Corporation

15 Nanking Road, Shanghai

U.S. SQUADRON MAKES FIRST RECONNAISSANCE

Eighteen Airplanes Built In America And With Liberty Motors Make Flight

(American Wireless To Reuters)
Washington, August 17.—(Received by French Wireless Station).

—General Pershing has advised the Department of War that early in August a complete squadron of eighteen "De Havilland Four" airplanes built in the United States and equipped with Liberty Motors successfully carried out the first reconnaissance flight by American-built machines behind the German lines. The squadron returned without loss.

Austrians Try In Vain To Win Back Lost Islet

Counter-Attacks On Piave Driven Back With Heavy Losses

(Reuter's Agency War Service)
Rome, August 16.—An official communiqué issued by the Ministry of the Navy reports:

British aircraft bombarded the Durazzo railway on the 10th, causing fires which were visible twenty-two miles distant.

An official communiqué reports: Our fire yesterday repulsed strong enemy reactions in the Tonale region.

On the night of the 14th-15th detachments of the enemy thrice attacked our garrison on the Islet in the Piave we captured yesterday but were driven back with heavy losses.

FRANCE TO ESTABLISH REGULAR POST BY AIR

Planes To Deliver Mail Between Paris And St. Nazaire, 400 Kilometers In Five Hours

(Reuter's Agency War Service)
Paris, August 17.—The first regular aerial post in France is to be established between Paris and St. Nazaire, with stopping places at Le Mans and Nantes. Including stoppages, five hours will be allowed for the journey of 400 kilometers.

Plan Investigation Of Ports Of Ireland

(Reuter's Agency War Service)
London, August 17.—The Select Committee of the House of Commons on Transport Reform has appointed a sub-committee to investigate the conditions of the ports and canals of Ireland with a view ultimately to a more extensive working of Irish coal.

TWO BRITISH WARSHIPS ARE MINED AND SUNK

Twenty-six Men Missing In Loss Of Destroyers; French Cruiser Torpedoed

(Reuter's Agency War Service)
London, August 17.—An official communiqué issued by the Admiralty reports:

Two British destroyers struck mines and sunk on the 15th. Twenty-six men are missing and are presumed to have been killed by the explosion or drowned. One man died of his wounds.

Paris, August 17.—The old cruiser Dupetit Thouars (9,517 tons constructed 1897), when co-operating with a naval patrol in the Atlantic, was torpedoed on the 7th. American destroyers rescued the crew. Thirteen are missing.

Allied Airmen Make Destructive Raids

Sixteen Enemy Planes Shot Down By British, Fifteen By French In Day

(Reuter's Agency War Service)
London, August 16.—The Admiralty issues the following communiqué:

Between August 8 and 15 our air force dropped sixty tons of bombs on Zeebrugge and Ostend Docks, Varsenare aerodrome, La Brugesse Works, Bruges Docks, Blankenberge and Middelkerke and also on many enemy batteries and billets. As the result of the attack on Varsenare we set fire to six aeroplanes and the hangars, hit two Gotha's hangars, one of which was demolished, and also set fire to large petrol dumps. We successfully attacked enemy shipping, obtaining a direct hit on a destroyer, on which a big explosion was observed later.

We destroyed sixteen aeroplanes and drove down fifteen out of control. Three British machines did not return.

London, August 17.—Air Ministry official:

On the night of the 16th our squadrons attacked four hostile aerodromes and two railway junctions. Visibility was poor and observation of the results difficult.

Paris, August 17.—Official. Twenty-three German aeroplanes were felled yesterday.

Paris, August 16.—An official communiqué reports:

Aviation.—On Wednesday we brought down fifteen enemy aeroplanes and set fire to eight balloons. Our bombing squadrons dropped thirty-two tons of projectiles in the battle zone and also behind the front. Several railway stations were hit, notably Tergnier, Noyon, Mezieres and Thionville.

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NEW FRENCH RAILROAD

(Reuter's Agency War Service)

Paris, August 16.—In the presence of the French Premier, M. Clemenceau, a railway line has just been inaugurated which has been added to the northern railway system of France.

It necessitated laying 210 kilometers of main or accessory lines with a double set of rails with a view to bearing an intense traffic. It comprises two important bridges and involved the construction of a tunnel 225 meters in length and embankments representing 100,000 cubic meters. The execution of the plans took less than 100 days.

Health Conditions In U.S. Camps Good

No Deaths From Disease In Four Weeks Among 32,000 Troops

(American Wireless To Reuters)

A Pacific Coast Military Training Camp, August 18.—(Received by French Wireless Station).—Four weeks have passed without any deaths from diseases among more than 32,000 troops training here.

LIANG SHIH-YI IN TIENTSIN

Mr. Liang Shih-yi arrived at Tientsin Sunday. He immediately left for Peking, according to Chinese reports. He is expected to discuss the attitude of the South towards the election of former Premier Hsu Shih-chang as the next President.

A Presidential Mandate Thursday conferred the Second Order of Chiaocho on Dr. J. C. Ferguson, the adviser to the government.

TANSAN

"The Choicest of all Choice Waters"

TANSAN

Gladdens the Palate

Invigorates the System

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"The Choicest of all Choice Waters"

Tansan has won the Gold Medal, the highest award, at the Anglo-Japanese Exhibition 1910

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AGENTS

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CONFERENCE OF KAISERS SUCCESS, SAYS BERLIN

Complete Agreement Reached
On Political And Military
Matters, Is Claim

(Reuter's Agency War Service)
Amsterdam, August 17.—An official telegram from Berlin declares that the conference of the Kaiser, the Emperor of Austria, and Austrian and German statesmen and generals at German headquarters again manifested complete agreement in their political and military tasks and an identical interpretation of the Austro-German alliance.

The Frankfurter Zeitung says that as a result of the conference the problems concerning Poland are considerably nearer a solution and it is believed that an Austrian Archduke will be elected to the throne of Poland. The Vienna correspondent of the Weser Zeitung states that the Austrian Premier has prepared a plan for the conversion of the Dual Monarchy into a federation of States according to nationalities.

London, August 17.—The Hague correspondent of the Daily Mail states that the discussion at German headquarters were based on the German demand that Austria should send ten to fifteen divisions of picked troops to the Western front and remain on the defensive in Italy and on the counter demand made by Austria that Germany should make a further declaration with regard to Belgium and also make a powerful move in the direction of peace and solve the Polish question favorably to Austria.

George V. And Wilson Exchange Messages

(American Wireless To Reuters)
Washington, August 17.—(Received by French Wireless Station).—Messages exchanged between King George and President Wilson through the British Ambassador, Lord Reading, after the occasion of the King's visit to American warships in European waters, have been published.

The King's message read: "I should like to express my admiration of the high efficiency and the general smartness of the American force and the happy relations which exist between the United States Squadron and their British comrades and the unity of purpose which characterizes their work, which is a sure guarantee of the continued success of the Allied arms at sea."

President Wilson replied, through Lord Reading, as follows: "Will you not be kind enough to express to the King my appreciation of his message and my pleasure that he found our men so fit? He may be sure that our co-operation with the British navy is fostered with the heartiest spirit, and I am sure it will be a greater advantage to the cause of the Nations arrayed against Germany."

Unclaimed Telegrams

Great Northern Telegraph Co.
July 8—Tokio, Frazier, Astor House.
" 9—Kobe, R. H. Nichols, Astor House.
" 22—Yokohama, Gill, Astor House.
" 30—Vladivostok, Lieutenant Zoubryhitzky, Russian Consulate.
" 30—Vladivostok—Graf, Hotel Astor House.
Aug. 1—New York, Czekanski, Astor House.
" 3—Kobe, Flories Vanleer, Astor House.
" 4—Dairen, Charles Coy.
" 6—Yokohama, R. O. Puhu.
" 7—Peking, Noravitzky, Astor House.
" 9—Shanghai, Kotalyoko.
" 12—Kobe, Thomson, Care Astor House.
" 13—Changchun, Range Road 53, Popel.
Eastern Extension Co.
July 6—Mooyungking, 9 Old Chungting Road, Montreux.
" 7—Page Patrick, care English Consulate, Halphong.
" 13—South China Trading, New York.
" 14—Yatuenwah, Hongkong.
" 14—Cantrell, Sydney.
" 15—George Stoll, care American Consul, New York.
" 17—L. Covernier, Consulat France, Preenpail.
" 19—Rico, Passenger Shinyo Maru, Macao.
" 20—Brachman, St. Montego, Philadelphia.
" 29—Mirovitch, Sourabaya-Simpang.
" 31—Chengyungking, Klangse Road, Hongkong.
" 31—Evato Kastaro Kita, Soochin Road, Sairakuri, Bombay.
Aug. 2—Fong, 21 Elgin Road, Shamen.
" 2—Charles Coy., Dairen.
" 12—Ngache c/o Howtoun, Szechuen Road, Hongkong.
" 12—Trevatt, s.s. Nanking, Hongkong.
" 13—Kings Swire, Mold.
" 18—Urgent Leeteckkhoh, care of Limyathong Oriental Hotel, Nanking Road, Bangkok.
" 17—Shestakoff, Russian Consulate, Hongkong.

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Soldiers Are Fined For Carrying Arms

Men Found With Pistols Say
They Were Official's
Bodyguard

Two Chinese soldiers claiming to be of the bodyguard of a Chinese general now stopping in Shanghai and also said to be connected to the Chapel police were fined \$10 each in the Mixed Court yesterday for carrying arms in the Settlement.

Sergeant Sadler testified that during a search party on Thibet Road a Chinese Police Constable stopped one of the men and found a loaded Browning automatic pistol on his person. In trying to confirm the man's story of being a guard for the official the Sergeant went to a house at 211 Weikwei Road where he was met at the door by the second prisoner. He searched the man on suspicion and found another pistol. A Chapel detective appeared and testified that he knew the men, who were attached to the Chapel police, and said that they were ignorant of the regulations against carrying firearms in the Settlement.

Today's Band Program

Performances by the Public Band will be given today, weather permitting, programs as follows:

- (1) In the Public Garden at 5:30 p.m.
1. March—The Washington Post
2. Overture—MazanielloAuber
3. Waltz—Lainage des FleursRoberts
4. Selection—Spanish Folk SongsRelle
5. Song—I am a RoseMariani
6. Selection—The Earl and the GirlCaryll
(2) In the Hongkew Recreation Ground at 9 p.m.
1. March—MandalayFranklin
2. Overture—The Calliph of BagdadBolidieu
3. Waltz—Plus d'OrWaldteufel
4. Selection—Cox and BoxSullivan
5. Waltz—Nights of GladnessAncliffe
6. (a) Serenade—My GirlDouglas
(b) Scotch Diversion—She was GiddyPryer
7. The Love DanceHoschna
8. Selection—All the GirlsWilliams
A. de Kryger,
Conductor-in-Charge.

OVER THE BORDER

A Chinese shopkeeper charged in the Mixed Court yesterday with extorting \$60 from the wife of another shopkeeper at 1,050 North Szechuen Road Extension will probably have his final trial before the Chinese authorities. The reason being that though the shop in which the extortion took place fronts on a Municipal street the rear of the premises is in Chapel. Sub-Inspector Steele in stating the case yesterday said that if a prima facie case was made against the prisoner he would ask that he be handed over to the Chinese court for trial. It is alleged that the man collected \$60 from the woman after two other men posing as Chapel detectives had accused her of being an opium smoker and agreed to square the matter up for \$100.

In Paris Today

A Lively Picture Of Life Untroubled By 'Bertha'

From the Westminster Gazette
Last night a visitor arrived from England in a certain Paris flat. Shortly afterwards somebody down the street banged a heavy hall door with all that passionate abandon with which a Frenchman sets himself to create unnecessary noise. The visitor very tranquilly said: "Is that Bertha?"

The question makes one wonder what picture England has formed of life in Paris just now. A letter from home says that the writer does wish he could share our life in "shell-swept Paris." Shell-swept! It is not even swept by scavengers, and the water-cart is rare in the land. If people at home really imagine Bertha to be a kind of broom, whose every bristle is death, methodically sweeping up quarter by quarter, they are wasting much sympathy on people who deserve very little.

There are aspects of our collective life of which it is not permissible to speak. This is a pity, because they would all inspire hope and confidence. As to our individual existence, it is not only normal, but has been much ameliorated by the flight from the city of all those inhabitants whose timidity can be measured by their uselessness.

Evidently England has painted a picture of a heroine city bearing up beneath a rain of death, and wearing upon her lips that peculiarly exasperating smile which is the attribute of the consciously courageous martyr. I once knew a small boy who fell out of a hammock into a particularly soft haystack. There was no possibility of his being hurt, and therefore nobody congratulated him on not crying, whereupon he announced: "I am a very brave boy."

England will be doing us wrong if she imagines that we have as yet declaimed ourselves as brave. We have not even fallen out of the hammock, and the authorities are so busy preparing haycocks that we feel quite dismayed when generous spectators hurry up with tributes to our heroism. Our "heroism" has been very little tested as yet. Bertha makes an occasional loud explosion, sometimes at intervals during one day, sometimes not for three or four days. Sometimes we are left in peace for several nights running, and sometimes the early-to-bed brigade is roused, and the sit-up-late brigade is annoyed, by the terrible mid-channel whooping of

the sirens, which tell us we must get ready to go to the cellars. In addition to these dangers we are suffering the privations of war. That is, on three days a week we cannot buy fresh meat.

Apart from these facts, we are living in the lap of luxury, comfort, ease, and beauty. The shops overflow with food; the restrictions we have are all on the most liberal basis, and are not very well observed either; and Paris wears her loveliest robe. The Bois is purged of its smelly and noisy taxi-cabs and motorcars; the vivid green and rose of the young spring has melted into rich emerald, and the intoxicating smell of the acacia flings itself at the passer-by on every wandering breeze. The rhododendrons are offering their richest colors to the sun, and the pine trees by the lake have put on that dowagerian dignity which they only wear when the green that perisheth is enjoying her brief reign.

The houses that overlook the Avenue du Bois have gone blind. It is from this region that the life and the rich have with the greatest unanimity removed themselves. Shutters are closed, window-boxes are empty; there are but few children to play beneath the trees. Coal-black soldiers, effectively clothed in pale blue, guard the dusky balloons which only rouse to life at the call of the siren.

In the Champs Elysees some of the big commerce de luxe are closed. Farther down beneath the trees, the little horses and the French Punch and Judy still delight the children and their nurses. In the Place de la Concorde four unsightly huts of wood and earth protect the statuary which guards the entrances to the Champs Elysees and the Tuilleries. In spite of the German boats the statue of Strasbourg, with its unfortunate likeness to a bad early Victorian coin, is not concealed by any protective device. If it were one wonders whether the contractor would pander, by projecting hooks, to the passion of patriotic and international societies for hanging upon this statue wreaths which are not so much tributes in themselves as excuses for the emotional oratory so dear to Latin peoples.

The Louvre itself, for the few people who can obtain permission to penetrate its sacred recesses, is the coolest, the quietest, the most restful place in Paris. In the Apollo Gallery the empty glass cases sigh for the jewels of the past. Royal and Imperial France is banished from their precincts, and unseemly beams of wood support the wooden ramparts of the windows. Downstairs the long corridor which led between the beautiful hooks, to the passion of patriotic and international societies for hanging upon this statue wreaths which are not so much tributes in themselves as excuses for the emotional oratory so dear to Latin peoples.

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Upstairs, on the most famous landing in Europe, the "Winged Victory" is represented by so inadequate an edifice of boards and mudbricks that we are justified in supposing that she is elsewhere. The Rubens room, and the Italian, Spanish and English rooms present a dismal perspective of empty frames leaning against the wall. Only in the nineteenth-century French room are there a few pictures left. One imagines their painters wistfully wandering, as ghosts may do, through the deserted galleries and saying: "I did do my best, and yet they don't seem to like me very much. They have evacuated even the Germans and let me here." And one sees those ghosts drifting out and discovering that after all their efforts they have been left at last to find that they and the statue of Gambetta are ranked equally! One hopeful circumstance is that the unfortunate gentleman who has been commemorated by a statue brooded over by a most unpleasant golden angel can console himself by thinking that this enormity has been left unprotected, and may yet, to the eternal honor of his name, be annihilated.

In the rest of Paris the aspect presented is that of a pre-war August. One says that the trees are green and the north-eastern breeze has not yet begun to suffocate us with the orders of the glue factory and the rubbish destroyer whirling a careless municipal permit to establish themselves between us and the only breath of air we ever get in late summer in this city. Omnibuses, trams, and taxi-cabs rush about. They have the room to do so, and occasionally display the immense skill of their drivers when a small American car, driven by an American chauffeur, appears on the scene. It is sufficiently alarming to watch from a fourth-floor window the habits of the American chauffeur. To sit in his car has this advantage—that at the end of five or ten minutes one has already died so many deaths, and shaved the eyelids off so many violent and unseemly ends, that the capacity for being frightened has been exhausted. That I am here to pay this tribute to the American chauffeur is more than I ever hoped for. He is, like bulldogs, spiders, express trains, and angry Highlanders,

a being to whom I will always be as polite as I can at as long a range as possible.

There are very few Englishmen on leave, but Americans are by no means rare. The cut of their coats and their very stiff caps are so distinctive, and have such an air of cut-out-squariness, that the British cannot understand why the French are unable to distinguish between the two nations, and even between the two languages. The highest compliment in the French tongue just now is the attribution of American nationality, and our Allies can certainly never reproach the French with having stunted them of praise and gratitude. They have even equalled, if not eclipsed, the Highlander in popular French favor, and this without the assistance of that mysterious and ever-fascinating garment, the kilt.

M. Calliaux has been ill, but is

sufficiently recovered to lodge a protest with M. Deschazel against the delay in trying him. He has been in prison six months now, and the general impression for some time was that he would only be tried when most of the other pending cases had been disposed of, as any one of them might prove to bear, more or less directly, on the affairs and activities of M. Calliaux. In view of the present situation it is difficult to foresee when his case will come on. The man in the street, who has a lamentable hardness of heart in regard to the comfort of the celebrated prisoner, is for the moment less interested in the case itself than in wondering whether should the German advance become dangerous, M. Calliaux would be carefully evacuated or left where he is. "There's always Vincennes," says this unfeeling man in the street—and does not even mean the fortress.

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PRAISE FOR LIBERTY MOTOR

Great Britain Appeals For More
Engines—Called Best In
The World

New York, July 7.—The first American built Handley-Page bombing airplane was turned over to the United States Government yesterday at the flying field of the Standard Aircraft Corporation at Elizabeth, N. J. The giant airplane, which has a wing spread of 100 feet and is driven by twin Liberty motors of 400 horse-power each, is the first of thousands which are to be used by the American aviators in France and Italy, and hundreds of them will be on the way overseas before the present summer has ended. Before the great bomber ascended yesterday it was moored alongside a De Havilland Four scouting airplane, and nothing could have better demonstrated the power and bigness of the bomber.

The occasion of the delivery of the Handley-Page airplane to the aviation authorities was notable for several reasons. It gave tangible proof of the statements made to the ground by Assistant Secretary of War Benedict Crowell, by John D. Ryan, head of the Aircraft Production Board, and by Maj.-Gen. William Branker of the Air Ministry of Great Britain, all of whom pronounced the Liberty motor the greatest of airplane engines. The event was of more than usual public interest because of the official announcement that American airplane production in May and June of this year reached a point probably never before attained in the history of the industry, a record which can be appreciated when it is stated that in that two months more engines were turned out in the United States than were built in Great Britain in the year 1915 at the end of seventeen months of war. The occasion was propitious because the great American-built fighter stood every test and performed in a manner that brought more than 5,000 persons, including the leading aviation officials of the country, enthusiastically cheering to their feet.

Before the bomber ascended on its first official flight as a unit of the Aviation Section of the United States Army, it was inspected by Government officials and by a few invited guests of the Standard Aircraft Corporation. Not until one stands beneath its great wings can the hugeness and giant strength of the machine be appreciated. As stated, its wing spread is almost half an ordinary New York City block in length. The great fuselage, or body, is sixty-three feet long, it can carry with comfort twenty men, it can go for hours at a sustained speed of more than 100 miles an hour, and if one of the propellers is disabled the other can carry the machine to safety.

Without its cargo of bombs the machine weighs 9,000 pounds, or four and one-half tons, and to drive it requires fuel consumption of approximately sixty gallons an hour. Its Liberty engines are the last word in Liberty motor construction and are placed in armored compartments on either side of the forward part of the fuselage. In addition to its bombs, the machine also mounts two light Browning machine-guns, which can be fired from any desired angle.

Great Bomber's First Crew
It was 4:30 o'clock when the newest of American fighting machines took the air. The pilot was Lord William Simphill of the British service, and the man who sat in the machine gunner's seat forward was Major Gen. William L. Kenly, U.S.A., Chief of the Department of Military Aeronautics in Washington. The others in the airplane were Captain E. T. Waller of the Canadian Army; Captain E. L. Austin of the Royal Flying Corps; Young B. Dawkins, an official of the Standard Aircraft Corporation, and an official moving-picture photographer.

On the sides of the fuselage in big letters appeared the name "Langley," for the newest of bombers has been named in honor of Professor Langley, a pioneer in aeronautics, whose experiments, Lord Simphill said, gave the foundation upon which has been constructed the great Caproni, Handley-Page, and other modern flying machines. On the nose of the machine is painted two flags, the Stars and Stripes and the Union Jack of Great Britain.

At 4:10 p.m. Mrs. Harry B. Mingle, wife of the President of the company which built the machine, smashed a bottle of champagne over

the nose of the bomber. The band played "The Star-Spangled Banner," and a platoon of soldiers gathered around the air plane to keep the crowd in bounds, for the moment of ascension was drawing near. Lord Simphill climbed into the pilot's seat. General Kenly handed his cap to an aid, adjusted a pair of big wind glasses, and scrambled into the machine gunner's seat. The other passengers took their places in the rear seats.

Exactly at 4:30 the pilot started the Liberty motors. The propellers began to whirl, and the airplane was wheeled out into the center of the flying field. General Kenly waved his hand at the crowd in the grandstand. Lord Simphill did the same. For a moment the airplane seemed to tug at something. Then like a flash it was off. Down the field on its two sets of wheels it sped. For perhaps one hundred yards it skimmed the earth, and then, like a mighty bird, it left the ground. It went up and up and up. It was as steady as a dreadnought in a storm. The crowd was yelling like mad. The big thing kept going higher and higher, and as it disappeared into the west it looked no bigger than an ordinary training machine.

When he had reached an altitude of about 3,500 feet Lord Simphill swung to the south and then slowly turning headed east again directly over the field and above the thousands of cheering people. Half a dozen times the bomber circled back and forth over the field, first at dizzy heights and then at low altitudes, the last two times so low that the spectators could see the glasses on General Kenly's nose. The bomber was maintaining a speed that varied from 90 to 100 miles an hour. The motors were working with the precision and regularity of a chronometer.

Makes Perfect Landing
At 4:55 o'clock the crowd noted that the bomber was coming down. The aviation officials got points of vantage to watch the landing. That was almost as important in the test as was the performance in the air. Very slowly the 9,000 pounds monster came to earth. The landing was perfect and when the airplane halted it was on almost the exact spot whence it had ascended.

"A magnificent performance," said Secretary Crowell, as he watched the bomber skimming over the ground, and the aviation officers indorsed the sentiment.

While the Handley-Page was in the air and to make possible a visual comparison of its work with that of a baby scout, the little De Havilland Four, piloted by Overton Bounds, the civilian aviator, went into the air. The scout darted under and above the big fellow, and near the end of the test Bounds began to loop the loop. He gave a wonderful performance, and landed a few minutes after the Handley-Page.

Both before and after the official flight there were speeches, the speakers being Secretary Crowell, Mr. Ryan, General Branker, General Kenly, Sir James Fowler of the British Military Mission, and United States Senators Frelinghuysen of New Jersey and Thomas of Colorado. Secretary Crowell spoke first.

"I am here," he said, "as the representative of the Secretary of War, who was greatly disappointed at not being able to be here himself to address you on an occasion so important in this hour of war. Secretary Baker fully expected to be here, but important matters concerning Russia made it impossible for him to leave Washington today, and so I am here in his place."

"And speaking of the war, I think that we have all, everywhere in America, reached a position today of great confidence in the ability of this country to go through with the greatest task that is ours. There is just one American policy now. We are in this war and we are going to stay in until it is won. Today we are planning as far ahead as 1921, although we of course hope that the war won't last that long. But no matter if it lasts until 1921 or longer after that we will be there at the finish."

"We must not become overconfident. That Germans have suffered from overconfidence and so have the Allies on many occasion, and the United States must guard against it, and I am sure we will. The Germans were overconfident in 1914 and they are beginning to realize it now. An example of German overconfidence was what happened in Hoboken just before we entered the war. When the danger of American intervention in the war was evident the crews of all the German ships in that port tried to give us as much trouble as possible, and they thought they had sufficiently wrecked their ships to render them useless to us when we did come in."

"They figured in the case of the Fatherland, now the Leviathan, that she was a ship of such complicated construction that we would never be able to put her upon the seas, and yet in four months the navy had the

Leviathan ready to sail and she has been making quick trips across the Atlantic ever since, carrying 10,000 men on every eastbound voyage. The Leviathan is a splendid example of overconfidence on the part of Fritz."

Program Gains Impetus

"Now, a word as to the aircraft program and this day particularly. The Standard Corporation has done a wonderful job, and to you working men and working women who have made that job possible, I want to say that this war is going to be won by the men and women behind the machines in the United States. Our aircraft program is going forward and it will gain impetus as the days pass. And I am confident that the men and women behind the machines will stand to their colors to the victorious end of the great war."

John D. Ryan, the man who is in charge of aircraft production in the United States, followed Secretary Crowell.

"It is a matter of great pride to me," said Mr. Ryan, "to be here today and to witness the launching of this splendid machine, an airplane that is British in design and American in construction. The raw materials were all grown in America, the engines were built in America, and the men and women who did the building are Americans. The launching of the machine is an earnest of what the United States is going to do in the future to promote its aircraft program."

"This airplane is one of the most powerful ever built. It is a type of plane that is driving the Hun behind his own lines, the kind that is keeping him there, and also the kind that is destroying the things behind his lines on which he depends to defeat our boys and those of our Allies. And I am glad to tell you that thousands just like the one under construction, all to be driven by the Liberty motor, the best and the most powerful aeronautical engine ever built. We are now furnishing Liberty engines to our own airplane manufacturers, and England, France, and Italy have called on us to furnish Liberty motors to them for installation in their own planes. The production of the airplane in quantity is easy, but that of the airplane engine is another matter. The number of airplanes in the last analysis is the number of engines to drive them."

Too Much Expected

"There has been great dissatisfaction expressed by the people of the country at the results attained up to the present in the production of aircraft. Some of it has been warranted—most of it has been caused by expectations beyond the possibility of performance."

"I can speak with knowledge on this subject because I have for two months studied every cause of delay and disappointment, and I can speak freely, because no stretch of my conscience will let me claim any credit for what has been done up to the present day. My connection with the work of aircraft production for the army has been so short that nothing I have done or left undone could possibly have affected the accomplishments at this time."

"Much good work has been done by my predecessors, and I am taking this opportunity to assure the people of the country that, in my opinion, there has been no such delay with the work or anything like such incapacity of those in charge as has been indicated in some of the criticism of the accomplishments. A few facts will, I think, bear me out."

"In the fifteen months we have been at war there has been designed and put into production the Liberty engine, which is acknowledged by all of the Allies as a great performance and a distinct contribution to the cause. As a powerful machine to drive a heavy aircraft, it is undoubtedly as satisfactory as any engine produced by any nation on either side of the war. There were produced here in our workshops during the months of May and June just passed as many of these engines as Great Britain produced of all types of aeronautical engines in the entire year of 1915, at the close of which she had been seventeen months at war. Including other types of aircraft engines, there were more produced in our shops in the month of June than Great Britain produced in the whole year of 1915."

"The representatives of Great Britain's Air Ministry here today have verified these facts, and consider the performance very satisfactory in view of the fact that prior to our entrance into the war almost nothing had been done here except by private enterprise to prepare for aeronautical engine design or production."

"The limiting factor in our production program as in that of every nation in the war is engines. The planes proper can be made in any number required, but no nation has yet been able to furnish engines in the quantities needed. All the Allies are today looking to us—calling to us—to furnish Liberty engines to drive their planes and promote

their air programs. Two of the best of foreign types of engines have been put into production here in quantity, and are now going overseas to drive planes being built in France and England for our air forces, as well as being supplied for planes we are building here to be shipped abroad."

"We have in course of development another foreign engine of high power, and facilities have been provided for its production in quantity. We are now loading on almost every ship sailing for France large planes equipped with engines and every accessory to fit them for service as soon as they can be assembled on the other side. We have in order and in production a large number of planes of the type you saw flown here today, and the other proven types of large fighting planes are being started in production."

Not 10,000 Airplanes In All

"The people of the country have been carried away with the talk of tens of thousands of fighting and bombing airplanes, and have been impatient when they heard of the few we have produced so far. There never have been 10,000 airplanes on either side of this war at any one time, and until within a month, if even now, there have not been 10,000 on all sides and all front of the war added together."

"We must learn to think and talk of things we want to win with in the quantities that can be furnished and in the time required to furnish them. We will have aircraft in type, in quantity and quality to accomplish what we have set out to do—to win the war. We have set that as our mark and in the way of our progress there may be delays and disappointments—but no failure. The men and women who are bending their efforts to make our air forces supreme will have the reward of victory—victory in the air and in the war."

"Our Allies have secured and maintained supremacy in the air, and America will add to that such preponderance that no doubt may be felt of the result we have set ourselves out to attain."

"The facilities for the manufacture of aircraft engines and planes are being developed with all speed and skill available—that we now have entered the production stage gives assurance that the country and its Allies will soon realize the benefit of such a fighting air force as will satisfy our people and bring consternation and defeat to our enemies."

Ready To Fly And Fight

General Kenly talked next. "It is my pleasure," he said, addressing the hundreds of working men and women who stood about him, "to congratulate you on turning out the first Handley-Page ever built in America. I consider it an honor, as head of the Department of Military Aeronautics, to accept this splendid machine. We appreciate thoroughly what you are doing for your country, and I am happy to inform you that we are now ready to fly and fight all the machines that can be turned out in the United States."

General Branker, who had arrived at the field a few minutes before in an army machine from Lincoln, the machine driven by Lieutenant Hardy, U. S. A., followed General Kenly.

"We in Europe," he said, "France, Belgium, Italy, and England, have been fighting for nearly four years now. Throughout that period we have maintained superiority in the air, but the drain has been great, and we cannot go much further. Neither can Germany go much further, and for the same reason."

"In America you have resources that are unlimited. Than your aviators there are none better. I have seen them in England and in France, and I speak with first-hand knowledge. We are now trying to build up an air force which will carry the war into the very vitals of Germany, and the type of machine which is destined to cross the Rhine is the type you see before you here."

"And now a word about the Liberty motor. It has been much criticized in England. We have been backing it for nine months, and we are building a big program, and in those machines we are using the Liberty motor. I have a cable in my pocket now which will make our American comrades tremble, for in that cablegram I am delegated to ask them to let us have still more Liberty motors, and have them before the end of this year. The Liberty motor is a success. You may be assured of that."

"And in conclusion may I be pardoned if I suggest that none of us be optimistic. I think that our assured optimism has been the cause of a great deal of our trouble. This is a hard and a long war, and it is not going to be won until every one of us is doing his utmost in whatever capacity he or she is best fitted to make the right end possible."

Sir Joseph Fowler of the British Mission also had a good word to say for the Liberty motor. He had just returned from a tour of American airplane plants.

"What we witness here today," he said, "is an earnest of what is going on all over this country, and we are going to get from the United States what is going to give us an overwhelming superiority in the air. And I want to say that the Liberty engine is one of the finest aeronautical motors ever built. No engine was ever more appropriately named, and it delights me to see the spirit in which the men and women who are building the Liberty motor are working."

Senator Frelinghuysen spoke next. "It is an eye for an eye and a tooth for a tooth," the Senator said, "and it is the airship like this one which is going into the hinterland of Germany. These machines will win the war, and

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More little ones die during the hot weather than at any other time of the year. Diarrhoea, dysentery, cholera, infantum and stomach troubles come without warning, and when a medicine is not at hand to give help promptly the short delay too frequently means that the child has passed beyond aid.

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if necessary, we are going to drive the Hun from the face of the earth."

"This event," said Senator Thomas, "is an epoch. It is an indication of what America intends to do to win this war, and it is one of the numerous proofs that Anglo-Saxon civilization will never bow to the Hun. I read this morning of how our brave boys went forward with the Australians, and it thrilled me when I read that the battle cry of those American soldiers was 'Lusitania.' Let every man and woman in America think of the Lusitania and realize what it means. It will strengthen us for the trials that are to come."

After the trial of the Handley-Page, Lord Simphill made a flight in the De Havilland 4-scout machine. He struck bad ground when he landed, and the machine was overturned, but the pilot escaped unhurt.

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After the trial of the Handley-Page, Lord Simphill made a flight in the De Havilland 4-scout machine. He struck bad ground when he landed, and the machine was overturned, but the pilot escaped unhurt.



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CHINESE EDITOR SPEAKS BEFORE AD CLUB TODAY

Mr. Chao Of Republican Daily
News To Address Meeting
At Carlton

Mr. Chao Tsun-huai, editor of the Republican Daily News, one of Shanghai's leading Chinese newspapers, will address the Advertising Club of China today. The meeting will be held in the rooms of the American Women's Club at the Carlton Cafe, at 9 p.m.

In addition to the address the matter of the Advertising Club of China becoming a member of the Associated Advertising Clubs of the World will be discussed. The Club is in receipt of an invitation from Mr. William C. D'Arcy, president of the Associated Advertising Clubs of the World, inviting the Chinese organization to become affiliated with the world organization which now has branches in the United States, Canada, Great Britain, Australia, New Zealand, Hawaii and the Philippine Islands.

Fly Trap Fund

Balance as per List of
July 6thTls. 2,443.40
"Tennis"\$10
"Golf Bag"5
"Inspection not Selected"5
\$20 14.43
Tls. 2,457.83

Less paid for
200 traps per Dunrou to
Bombay\$ 383.25
500 traps per Glenavoy to
Port Said, 250 traps per
Frisco to Port Said, 250
traps per Dilwara to
Bombay1,566.96
\$2,950.21

Balance in handTls. 207.62

H. H. Read,
Hon. Treasurer,
11 Av. Edward VII.
Overseas Aircraft Fund
Balance in hand as per
list June 5Tls. 470.55
W. C. D. T. monthly sub-
scriptions, June25.00
Interest Bank account3.77
N. M. F.25.00
A. Bet (\$2.00)1.44
Balance in handTls. 525.76

H. H. Read,
Hon. Treasurer,
11 Av. Edward VII.

48,656 Railroad Cars Built In U. S. In Year

(American Wireless To Reuters)
Washington, August 17.—(Re-
ceived by French Wireless Station).
—The Railroad Administration re-
ports that 48,656 coal cars have been
received from the builders since
January 1. A total of 19,560 freight
cars and 48,656 cars of all kinds
have been delivered this year.

FIRE IN FOCHOW ROAD

A fierce blaze in a picture frame
and glass shop at 5515-516 Fochow
Road gave the Brigade an hour and
a half of stiff fighting early yesterday
morning. The general alarm was
turned in at 3:39 a.m. and Companies
1, 2 and 4 responding found the rear
of the premises all ablaze and the
flames spreading through the upper
portion of the place. Owing to the age
of the building and the great amount
of wood construction the fire made
rapid progress and it was only by
hard and efficient work that the
Brigade kept it confined to the single
establishment. The cause of the out-
break is as yet unknown. The con-
tents of the shop were insured for Tls.
6,000.

60 To Take Course For Special Constables

Third Class, Making 180 In
All, Begins Next Monday
Evening

Sixty candidates for special con-
stable in the Shanghai Municipal
Police will start training at the
Gordon Road Depot next Monday
evening. The men will compose the
third class and when the course is
completed the strength of the special
division will be 180.

News Brevities

Woo Yung-zai, accused by the
Chinese authorities as being a mem-
ber of a gang which committed
many murders in 1912, was ordered
handed over to the authorities by
the Mixed Court yesterday. The
charge against the prisoner included
murder, arson and robbery.

Two electric light posts on the
Whangpoo Wharf and one on Yang-
tze Road were blown down during
the storm of Sunday afternoon, the
pole on Yangtze Road pulling down
electric light wires and halting tram
traffic for 25 minutes. The flagstaff
at the Standard Oil Company build-
ing was struck by lightning.

Mr. M. F. Perkins, senior consul
of the U. S. Consulate here, and Mrs.
Perkins and baby have left Shang-
hai for Changsha, Hunan, where Mr.
Perkins will take charge of the
American Consulate. They will
stay at Kuling for a week before
proceeding to their destination.

Mr. J. R. D'Oliveira, Consul-Gen-
eral for Portugal at Shanghai, will
leave here shortly for a vacation in
Peking and other northern cities.

Japanese papers record the mar-
riage recently of the Rev. Douglas G.
Hart of Tokio and Miss Ann Howell,
a music teacher in the Girls' High
School, Ningpo, in Karuzawa, Japan.

Two milk distributors of the Ivy
Dairy were sentenced respectively to
two months and two weeks' imprison-
ment yesterday in the French Mixed
Court for selling milk, which they
were entrusted to deliver to their
customers, and converting the pro-
ceeds to their own use.

Three Chinese, armed with pistols,
entered an exchange shop at 799
Fokien Road Sunday night and stole
\$156. Although a Chinese police-
man was but 50 yards away, the
proprietors made no alarm and the
robbers escaped.

A scuffle when Detective Inspector
Bek left in charge of his house at 2
West End Lane during the officer's
vacation stay at Mokanshan was up
in the Mixed Court yesterday.

charged with theft of a considerable
quantity of his master's personal
property, including his police whistle.
The man was remanded in custody
pending Mr. Bek's return.

Mr. E. H. Sly, former District
Magistrate at Weihaiwei, has arrived
in Shanghai to join the staff of the
British Consulate-General here. Mr.
Sly comes here as Shipping Vice-
Consul.

The Nipsic, former German liner,
will bring 50,000 piculs of sugar
from Iloilo, Philippine Islands, to
China and Japan early next month.

Because of insufficient funds and
lack of buildings, 3,000 children
were refused admittance to the
schools of Pangasinan Province,
Philippine Islands. Over 40,000
students have enrolled in the schools
of the province.

Governor General Francis Burton
Harrison, in an official proclamation,
has designated October 5 as Arbor
Day, to be observed all over the
Philippine Islands.

The butchers in Pootung have
struck work on account of the in-
crease of taxes on slaughter houses.

Mr. W. P. Holzhelmer, formerly
connected with the Pacific Mail
Steamship Company as freight agent
at Yokohama, has been named as
chief clerk of the Manila office of the
China Mail Steamship Company. Mr.
J. P. Williams, former manager of
the China Mail Steamship Company
office at Kobe, is now the Manila
agent.

Mr. F. C. Hitchcock, of Siems Carey
and Co., Peking, is now in Vladivostok
in charge of American Red Cross
work.

We regret to announce the death of
Mr. Z. S. Kua, B. Sc., which took
place in the Peking Metropolitan Hos-
pital on August 14. Like his father,
the late Mr. Kua Kuang-tien who was
a Hanlin and at one time Imperial
Commissioner of Education to Europe,
he had a brilliant scholastic career
both in Dulwich College, an English
public school, and in University Col-
lege, London University, where he
won the much coveted A. P. prize for
engineering in his final examination.

The Jewish community of Tientsin
has been organized and temporary
officers have been chosen. It is the
purpose of the community to hold re-
ligious services during the holidays
of Rosh Hashonna and Yom Kippur.
A suitable synagogue will be provided.
The temporary officers are, Chairman,
G. P. Steinberg, Secretary, George E.
Sokolosky.

The German language has been
barred from the curriculum of
schools in the Philippines according
to Manila newspapers.

Shooting

Customs Company, S.V.C.
The Customs Company held their
monthly cup competition on Sunday
under fair shooting conditions, firing

the Musketry Course practices Nos.
1, 2, and 3. Quite a large number
of members attended and the average
of the scores was good, the three
best in each class being as follows:

"A" Class

No. 1 No. 2 No. 3

*Col. Sergt. Bulldozer 20 15 16 7 44

Pte. Skuse 20 9 15 44

Pte. Silva 20 12 12 44

Sergt. Stormes—

Highest actual

score 25 12 16 11 42

*1st leg on cup and winner of

spoon; future handicap 11.

"B" Class

Pte. Shaw 20 12 14 46

Captain Hillard 15 6 18 39

Sergt. Heron 20 3 16 39

*1st leg on cup and winner of

spoon; future handicap 4.

"C" Class

Pte. Nicholson 10 12 16 38

Pte. Taylor 20 6 12 38

Pte. Clark 15 6 15 36

*Winners of spoons; transferred to

"B" Class.

Tennis

Shanghai Chinese Championships

The final game of the Shanghai
Chinese Single Championship Tennis
Tournament will be played between
Kenneth B. Young, the St. John's
star, and D. Y. Lin, the former
champion, this afternoon at 4 o'clock
at the Y.M.C.A. Recreation Grounds.
The match will be played tomorrow
at the same hour if it rains today.

Shi Chang-li and Chang Young
have been declared champions of the
tennis doubles for the season, having
won from a team composed of Young
and Lin, the contenders of the title
for singles today.

Full details of the series both in
doubles and singles follow:

Doubles

First Round.—Tseng Hsiang-yu
and Tseng Yen-tso beat Choh Wen-
hao and Moh Chien, 6-0 and 6-2.

Percy Chu and Tao Ting-yao beat

James Ho and J. B. Young, 6-1 and

6-1.

Second Round.—D. Y. Lin and

Kenneth B. Young (bye) beat Chu

Ting-hang and Li Kuo-chuen (bye).

6-1 and 6-2; Yang Pei-chang and

Chu Chen-luen (bye) beat Tseng

Yen-tso, 6-2 and 6-4.

and 6-2; Percy Chu and Tao Ting-
yao beat Hsu I-ming and Yuan
Ching-huon (bye), 4-6, 6-0 and 3-6;
Chang Young and Shi Chang-li (bye)
beat Chen Kung-che and Tao Chau-
pah (bye) 6-1 and 6-2.

Third Round, semi-finals.—D. Y.
Lin and K. B. Young beat Yang Pei-
chang and Chu Chen-luen, 7-5, 10-8
and 6-3; Chang Young and Chang
Li beat Percy Chu and Tao Ting-
yao, 6-4 and 6-4.

Final.—Chang Young and Shi
Chang-li beat D. Y. Lin and
Kenneth B. Young, 6-0, 6-1, 3-6, 2-6
and 1-6.

Singles

First Round.—John Mo beat Wei
Pah-kwei, 6-0 and 6-1; Chu Chen-
luen beat Tong Yu-yuen, 6-3 and

6-4; D. Y. Lin beat Percy Chu, 6-1

and 6-3; Tseng Yen-tso beat Lu

Wei-chang, 6-2 and 6-1; Yang Pei-
chang beat J. B. Young, 6-2 and 6-0.

Second Round.—Tseng Hsiang-yu

(bye) beat John Mo, 6-3 and 6-4; D.

Y. Lin, beat Chu Chen-luen, 6-3,

8-6 and 6-4; Tseng Yen-tso beat

Yang Pei-chang, 6-4 and 6-1;

Kenneth B. Young (bye) beat Shi

Chang-li (bye) 6-3 and 6-2.

Third Round, semi-finals.—D. Y.

Lin beat Tseng Hsiang-yu 6-0 and

6-2; Kenneth B. Young beat Tseng

Yen-tso, 6-2 and 6-4.



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coln (2 vols.) 6.00
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By George McManus

Love, Home and Table Topics
By Clever Writers

Daily Home Magazine Page

A Good Page to Read in the
Leisure Hour

India And The Great War By Gen. Younghusband

By Maj.-Gen. Sir. Geo. Younghusband

By their deeds ye shall know them and perhaps no greater testimony to the justice and equity of British rule in India can be afforded than by the experience of this war. India was gradually, and almost haphazardly, so to speak, acquired by the English in the course of centuries. Though small, very small, in its beginnings it was the only stable and reliable form

of Government in a huge continent inhabited by a population about four times greater than that of the United States of America at this day. Like heaven in bread it spread, and in the end leavened the whole. But this development was not of the violent or eruptive order, it was just progressive through succeeding generations. The Germans with their now historic ignorance of conditions outside

their own country assumed that India was an alien country despotically held by a few foreigners backed by a handful of troops, and that nothing was easier than to create a revolution in which 350,000,000 people were matched against about 75,000 British troops. The German propaganda carried on by agents, by German business men fattening under the security of British rule, even by German missionaries insidiously introducing the poison of Kaiserism in the schools and colleges under the benign protection of the British Government. All these reported to the Kaiser that India was ripe for revolt, and only the lighting of the torch in Europe would set ablaze the conflagration in Asia. The German believes what he wishes to think is the truth, and with great industry works out elaborate statistics to support his belief. But statistics and calculations let the German Emperor down badly in all connected with the British Empire, as they did later with the United States.

The far-advertised and confidently expected combustion in India fizzled out, a mere squib in the street; it disturbed nobody and certainly had not the remotest influence on the Great War. On the contrary India rose to the occasion in exactly the same way as did the self-governed Colonies and Dominions. The Princes of India vied with each other in the munificence of their support, and the Government far from sitting in its own front hall and guarding its treasures against burglars, at once sent forth across the seas great armies to help in the world-wide war. To show the sublime confidence which the British had in their moral hold over their fellow subjects of the King in India, practically the whole of the British garrison of trained soldiers was sent to the war, and replaced by English territorial battalions. To realise how great a step this was it may be mentioned that only matured troops of the best physique are in ordinary times sent to India, where the climate is the hottest on earth and which like all tropical countries is a natural hot-bed for deadly diseases like fever, cholera and plague.

Yet here were young women, young tradesmen, young professional men with purely territorial training sent to hold a great Empire, which according to the German hopes was a vast volcano.

The Kaiser with that inflated megalomania which has become historic was under the firm impression that the countless millions of India all knew him and were filled with awe at his name. In reality not one in a million had ever heard of him, and those who had or had seen his picture merely looked on him with complete apathy as the Rajah of some distant and unimportant country, who had a curious turned up moustache and several medals on his chest. The son and heir to this distant and unknown Rajah had traveled through India, it was said, but few had seen him, and those who had shrugged their shoulders and said that he "was not quite a Sahib," and thought no more of the matter.

The Germans have made many had mistakes in this war, but one of the greatest is in not having fought cleanly. And nowhere has the want of this elementary decency in the conduct of warfare had, from the German point of view, a more disastrous effect than in India. Small neutral nations living on the borders of the Ogres' land may and have been terrified into silence, but with great oceans intervening even an Asiatic nation looks with cold disapproval on the methods and morals of the Huns. Indian soldiers by the thousand returning to their homes in far away villages in India, recount the horrors they have seen and suffered. The

villagers sit staring and amazed not with fear but with horror. Can these things be? Can white men do such things? Is it possible that these are Sahibs?

"No," says the soldier, "they are not Sahibs, that is just the DIFFERENCE. True, they are white men and when we take them prisoners seem very poor and dejected, but they have them a Devil they call 'Kaiser' and whatever he bids them do, they do at once, whether it is to stab children or ravish women or to burn down holy places. Let us thank God we have not to serve that Devil."

And the villagers murmur "Thank God we have not a King like that."

Postal Rate Principles

England's "penny post" died a natural death at the beginning of this month, and at the end of the Scriptural seventy years of life. The incident is of American interest because it chances that we are dealing with the same problem, but in a manner very different from England. For seventy years the world has based its postal rates upon Rowland Hill's discovery that the cost of mail transportation was dependent upon weight carried and space used, regardless of distance. Before Hill's discovery England used the zone rate system, ranging from 6 cents for a single sheet of paper for 15 miles up to 30 cents for 300 miles, and so on. The poor could not pay and did not use the mails. The figures showed that the cost of the mails to the Government was fifty times as much for the short haul as the long haul. The result of the agitation which Hill started was the establishment of a flat or average rate of a penny, 2 cents, for a half ounce, instead of 18 cents or a single sheet. The business grew until it showed enormous profits from that time until now, when it becomes necessary to raise revenue.

England finds nothing wrong with the flat rate system, but finds that postal profits have shrunk from 15,000,000 to half that, and give signs of disappearing. For that reason alone the first-class rate is raised from a penny to 1½ pence regardless of distance, but with additions for weight. The distant colonies get the same rate. The postal parcel service has always been done at loss, in some years of as much as \$5,000,000, although our Post Office claims a profit. England corrects that by reducing the number of its classes and raising the rates. The

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expectation is that the income will be raised by some \$17,000,000.

We adopted the Hill mail methods in 1845, when we reduced our zones and rates by distances at first to six, then to two, then to the simple flat, or average rate, which nobody dreams of disturbing for letters. It is only regarding printed matter that it is proposed to revert to methods discredited by generations of world-wide experience. It is familiar to all that there was even a flat international rate of letter mail. But now there is a proposal to re-establish zone rates on printed matter, although there is no new reason presented to counter the arguments which prevailed when the continental rate was established. It was shown to Congress that it cost less to carry printed matter than milk, and the attempt to discriminate against printed mail matter died a natural death. Now it is revived, and there seems some danger of its succeeding.

The express companies enjoyed the benefits of a similarly scientific and unsuccessful zone scheme of charges devised by the Interstate Commerce Commission, and it was necessary for the Government to take over the express companies as it did the railways. The alternative was bankruptcy and loss of the service. Nothing can bankrupt the Post Office, and it is already in the Government's hands. That remedy for its real poverty, despite its claim of profits, has therefore been exhausted.

There is no reason at all to suppose that the zone rate will increase the Post Office income. There is every reason to know that the continental system of charges is necessary to our national unity. Every word of the Congressional report of 1844 is as persuasive now as when it led to the abandonment of the zone system now suggested by those who do not enjoy the country's confidence.

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FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, August 19, 1918.
Money and Bullion
 Sovereigns: buying rate.
 4/10=£1.414
 exch. 73.8=£1.414
 Gold Dollars: Bank buying rate.
 115=£1.414
 72.3=£1.414
 Mex. Dollars: Market Rate: 72.525
 \$100 Gold Bars: 978 touch Tls. 280
 Copper Cash: per tael 1828
 Native Interest: .05

Latest London Quotations

Bar Silver: 481d.
 Bank Rate of Discount: 5%
 Mr. Paris on London: Fr. 27.26
 Mr. N. Y. on London: T.T. \$4.768

Exchange Closing Quotations

T.T. 4/10
 London: Demand 4/101
 India: Demand 4/101
 Paris: Demand 4/101
 New York: Demand 4/101
 Hongkong: Demand 4/101
 T.T. 70
 T.T. 451
 T.T. 230
 Singapore: T.T. 451

Bank Buying Rates

London: 4 m/s. Cds. 5/11d.
 London: 4 m/s. Cds. 5/11d.
 London: 4 m/s. Cds. 5/11d.
 London: 4 m/s. Cds. 5/11d.
 Paris: 4 m/s. Cds. 5/11d.
 New York: 4 m/s. Cds. 5/11d.
 New York: 4 m/s. Cds. 5/11d.

Roubles Exchange

Today's Bank Buying Rate for Roubles
 Roubles 1,130. = £1.100 nom.
 Roubles 100. = £1.125 nom.

CUSTOMS HOUSE EXCHANGE

RATES FOR AUGUST
 £1. 5/5 4/91
 " 1 4/5 4/91
 " 1 4/5 4/91
 " 1 4/5 4/91
 " 1 4/5 4/91
 " 1 4/5 4/91
 " 1 4/5 4/91

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars

of our Special Policies, at
 18 Canton Road,
 Shanghai.

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PRIVATE HOTEL
 73, 74 and 75 Bubbling Well Road.
 Seven minutes from Bund by tram.
 Strictly first-class cuisine under the personal supervision of the proprietress. Separate baths, hot and cold water, electric light. Tel. W. 1271.

British-America Assurance Co.

Telephone No. 98
 The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native risk at Current Rates.

FRAZAR & CO.

Hankow Market

The Hankow Chamber of Commerce report dated August 14, contains the following:
Weekly Report
 Exports: There is no change to report from this market, conditions being the same as previously reported, and there is practically no business doing. Japanese are keen buyers of cotton, but sellers have withdrawn from the market. Markets generally rule firm. The further unexpected rise in exchange constitutes another obstacle for exporters.
 Imports: The cloth market is firm, but with little doing. There is keen enquiry for Blacks from stocks and prices are improving.
 Yarn prices are up on the week, but are still below replacing costs. Ramie quotations rose during the week, but have closed slightly down.
 Finance and Money Market: There is very little to report for the week under review. While the official rate for T. T. remained unchanged at 5/11d. there were keen sellers at as much as 2 1/4d. over that rate. Silver has remained unchanged. The native market for dollars shows no fluctuation at 70 buyers and 72 1/2 sellers. There was practically no demand for T. T. on Shanghai with the native rate at 96.625 and unchanged. Changsha exchange: 25 (nominal).

Rubber Prices

Messrs. Hugo Reiss and Co., have received the following telegram from Messrs. Barker and Co., Ltd., London, dated, the 14th instant:
 Average spot price standard quality Ribbed Smoked Sheet, 2a. 0 1/4d.
 Average spot price standard quality First Crepe, 2a. 1 1/4d.
 Ex warehouse (Singapore) 1/-.
 Market: flat.

LONDON RUBBER MARKET

Reuter's Service
 London, August 15.—Today's rubber prices were:
 Plantation First Latex Crepe:
 Spot: 2s. 1 1/4d. paid.
 October to December: 2s. 2 1/4d. buyers.
 Tendency of Market: Very dull.
 Previous quotation, London, Aug. 14:
 Spot: 2s. 1 1/4d. paid.
 October to December: 2s. 2 1/4d. paid.
 Tendency of Market: Quiet.

BANK OF ENGLAND

Reuter's Service
 London, August 15.—According to the latest returns the Bank of England rate of discount was 5%, and the proportion of reserves to liabilities was 17%.

LONDON COTTON MARKET

Reuter's Service
 London, August 15.—Today's cotton prices were:
 Good Middling Texas 1 1/2 inch staple spot: 23.63d.
 August: 22.58d.
 October: 22.06d.

Stock Exchange

Transactions
 Shanghai, August 19, 1918.
TODAY'S QUOTATIONS
 Official
 Sumatras Tls. 67.50
 Repah Tls. 0.82 1/2
 Tebongs Tls. 74.50
 Unofficial
 H'kong and S'hai Banks \$585.00

Sharebrokers' Association

Transactions
 Shanghai, August 19, 1918.
BUSINESS DONE
 Unofficial
 Docks @ Tls. 136.00 September

Provision Prices in Local Market

Prices quoted are in Mexican dollars cents at Hongkong market as compiled on August 13, 1918.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	"	14-20
Pork	"	14-20
Veal	"	14-20
Fish		
Bream	per lb.	none
Cod	"	14-16
Mandarin	"	40-50
Mackerel	"	20-25
Pomfret	"	14-16
Salmon	"	none
Samoi	"	none
Sole	"	14-16
Whitebait	"	18-20
Game, Poultry And Eggs		
Deer	each	none
Duck	"	40-70
Eggs	per doz.	15-17
Fowl	per lb.	18-20
Geese	each	60-81.00
Hare	"	none
Partridge	"	none
Pheasant	"	none
Pigeons	"	15-16
Plover	"	none
Quail	"	none
Snipe	"	20
Turkey	per lb.	35-40
Teal		
Wild Duck	each	none
Wild Pigeons	"	none
Woodcock	"	none
Wild Geese	"	none
Fruit		
Appricots	per lb.	none
Apples	"	8-12
Bananas	"	6-7
Cherries	"	none
Cocoanuts	each	15-18
Chickens	per lb.	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	10-11
Litchies	per lb.	none
Mangoes	each	none
Mongosteens	per doz.	none
Melons	each	2-3
Oranges	per lb.	none
Peaches	"	10-16
Pears	"	8-12
Pistachios	"	none
Pineapples	"	12-15
Strawberries	"	none
Walnuts	"	none
Vegetables		
Artichokes	each	none
Asparagus	per doz.	10-15
French Beans	per lb.	4-5
Broad Beans	"	4-5
Broccoli	per bunch	3-3
Bamboo Shoots	per lb.	none
Cabbages	each	4-5
Carrots	"	2-3
Cauliflower	"	none
Celery	per bunch	2-3
Egg Plant	per lb.	3-4
Green Corn	each	1-2
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	"	2-3
Peas	per bunch	2-3
Potatoes	per picul	11.20-1.40
Pumpkins	per lb.	1-2
Radishes	per bunch	1-2
Spinach	per lb.	3-4
Tomatoes	"	2-3
Turnips	per bunch	2-3
Grain And Flour		
Flour American per 50 lbs.		\$5.50
Flour Australian	"	\$4.50
Flour Shanghai	"	\$3.45
Rice	per 200 lbs.	\$7.40
Milk		
Foreign dairies per bottle		30
Chinese dairies	"	17
Fodder		
Barley	per 114 lbs.	\$2.65
Brass	"	\$1.90
Fuel		
House Coal	per ton Tls.	19.00
Stove Coal	per ton Tls.	21.75
Firewood	per 50 bundles	\$1.00
Laundry		
Per 100 articles		\$3.00-4.00
P. J. W. Melville,		Chief Inspector.

Shipping Items

The C.M. s.s. Kiangshin left Hankow for Shanghai on Saturday.
 The N.K.K. s.s. Tachang Maru left Hankow for Shanghai on Saturday.
 The C.N. s.s. Tungchow left Tientsin for Chefoo, Weihaiwei and Shanghai on Sunday.
 The C.N. s.s. Kailong left Hongkong for Shanghai on Sunday.
 The L.C. s.s. Suifu left Hankow for Shanghai yesterday.
 The C.N. s.s. Chungking left Hankow for Shanghai yesterday.
 The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai yesterday.
 The C.M. s.s. Hwahta will leave Hankow for Shanghai today.
 The C.N. s.s. Nanking will leave Hankow for Shanghai today.
 The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai today.
 The C.N. s.s. Sungkiang will leave Hongkong for Shanghai today.
 The C.N. s.s. Shengking will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.
 The T.K.K. s.s. Korea Maru left Hongkong for Shanghai on Sunday is due at Woosung tonight and the tender conveying passengers may be expected to reach the Customs Jetty about 9 o'clock tomorrow morning. She will be despatched for San Francisco tomorrow afternoon and the tender will leave Customs Jetty at 4 o'clock.
 The C.M. s.s. China may be expected to arrive from San Francisco and Ports tomorrow morning at the Hongkong Wharf. She will be despatched for Hongkong and Manila the same afternoon.
 The N.Y.K. s.s. Yamashiro Maru (Yokohama-Shanghai Line) with mails left Nagasaki for Shanghai on Sunday and may be expected to arrive at Wayside Wharf about 9 o'clock this morning.

Passengers Arrived

Per I.C. s.s. Koonshing from Tientsin: Messrs. P. S. Johnson, W. H. King and Meisler. From Chefoo: Miss W. Pod and Mr. L. H. Hayes. From Tientsin: Mr. and Mrs. Barker and child, Miss A. Cullen, Messrs. R. H. Gaskin, H. W. Daniels, Y. O. C. Davies, R. R. Roselund, S. S. Marshall and C. F. Cross.
 Per C.N. s.s. Hain Peking from Ningpo: Messrs. G. H. Edwards and C. H. Triche.
 Per C.N. s.s. Poyang from Hankow: Mrs. Robertson and 2 children, Mr. Peterson and Miss Mathews.
 Per N.S. s.s. Ningbo from Hankow: Mrs. Burdett, Mrs. Rawland, Mr. C. N. Caldwell and Miss Lynch.
 Per C.N. s.s. Luenyi from Hankow: Mr. A. E. Burn.
 Per I.C. s.s. Loongwo from Hankow: Mr. and Mrs. H. A. Stebbins, Mr. H. B. Emerson, Sister Viola Luigia Sister Autulita, Monod and Novy Reeling. From Kiangshing: Misses Phillip and Shepherd, Messrs. W. H. Taylor and H. W. Houston. From Nanking: Capt. Phillip.
 Per S.M.R. s.s. Sakaki Maru from Dairen: Mr. and Mrs. S. Edmunds, Mr. and Mrs. X. T. Cheng, Miss G. A. Young, Messrs. J. P. Stalker, M. W. Atkinson, W. C. Barred and 2 children, Y. Uejima, T. Tachibana, A. Sudo, L. Gutterman, S. J. Deeks, B. Shainin, S. Oda, M. Kawamori and P. Y. Tay.

Sicawei Weather Report

18.—Misty damp weather. Thunder squalls with hail storm after 4 p.m. in the vicinity of Shanghai. Heavy showers in our regions. There is also a typhoon, East of the Philippines; but unlikely, owing to the lack of many meteorological observations from the South, it is impossible to declare the position and the direction of this storm which might threaten the Formosa Channel.
 19.—Cooler weather, but still overcast, damp and misty. Rain at 7 1/4 Light NWly breezes veering to NEE.
 Monday, August 19, 1918.
WEATHER 4 A.M. 9 A.M.
 Bar at Centig., mm. 753.00 754.13
 Bar at Centig., inches. 29.65 29.69
 Variation for mm 24h -1.11 10.47
 Variation for mm 12h 10.60 10.90
 Wind—Direction WSW NNE
 Wind—Kilom per hour 11 15
 Wind—Miles " 6.2 8.1
 Temperature—Cen 23° 1 24° 2
 Temperature—Fah 73.6 75.6
 Humidity co: 99 96
 Nebulosity 5-10 8 10
 Rainfall mm 2.2
 Rainfall inches 0.09

Sailed from Shanghai

For London, etc.
 Tamba Maru July 8
 Kamakura Maru July 8
 Mishima Maru July 27
 Kanagawa Maru Aug. 11
 Glenavy Aug. 13
 Sado Maru Aug. 16
 For San Francisco
 Vondel July 6
 Rindani July 16
 Shinyo Maru July 19
 Venezuela July 20
 Harold Dollar Aug. 9
 Nanking Aug. 14
 For Seattle
 Katori Maru July 29
 Manila Maru Aug. 3
 For Tacoma:
 Arabia Maru June 13
 Africa Maru June 17
 For Vancouver
 Empress of Japan July 20
 Montague Aug. 3
 For Marseilles
 Saigon Maru July 1
 Shokwa Maru July 16
 Solvaer Aug. 9
 For Port Said:
 Porthis Aug. 12

Amusements

ST. GEORGE'S CINEMA

BUBBLING WELL.

August 20th and 21st

LAST TWO NIGHTS

The International Vaudeville Co.

Entire and complete change of Programme

Mr. Argella, Operatic Singer

Mr. Rieuse, Dancer

Mr. Geo. Roger, Comedian

Smith and Bella Jackson, American Dancers

Los Yerar, Dancers

"Simon The Jester"

Pathe Gold Rooster Play in Five Parts

ISIS THEATRE

Programme for Monday to Wednesday, 19th to 21st August.

"THE SECRET KINGDOM"

9th and 10th Episodes

"TILLY WORKS FOR LIVING"

Amusing Drama.

"THE LADDER OF LIFE"

Interesting Comedy.

"HER CANDY KID"

Laugh provoking Triangle Comedy.

New Programme every Thursday

One Night Only

First Three Episodes

"TREY OF HEARTS"

A company of special Peking Jugglers and Acrobats, has been specially engaged to appear during intervals from Thursday next.

Every Thursday, continuation of

"TREY OF HEARTS."

New Programme on Friday next.

AMUSEMENTS

APOLLO THEATRE — Tonight

The latest Pathe Gold Rooster Play

"THE SPENDER"
"THE SPENDER"

featuring

Geo. Probert—Alma Martin—Sam Ryan

Geo. Probert—Alma Martin—Sam Ryan

These three well known stars give to this story their best work and as a result you have a film play worthy of ranking with the finest films yet produced by Pathe.

Mack Sennett's Bunch of Comedians

Mack Sennett's Bunch of Comedians

IN

"The Game Old Knight"

"The Game Old Knight"

No need to boost this bunch—it means 1,000 feet of reel fun.

Pathe's British Gazette — "The Picture Newspaper"

Olympic Theatre

Programme

for

August 20th, 21st & 22nd

"How Certain-Teed Are Made"

"THE INTRIGUE"

Five Parts

"She Took A Chance"

Comedy

"Their Cheap Vacation"

Comedy

TONIGHT!

at the

Victoria Theatre

Pauline Frederick

IN

A gripping photoplay of love duplicity and a strange case of mistaken identity

"ASHES OF EMBERS"

Six Parts

In which true love amid poverty toils and selfish love amid luxury and millions battle for supremacy.

Bright Lights! Follow the Crowds Bright Music!

TO

The Eldorado

"The Home of Refined Dancing"

Prof. Martinez Orchestra

First-Class Floor! Everything No. 1 First-Class Service!

APOLLO THEATER

Beginning Thursday Evening, August 22nd

Alaska

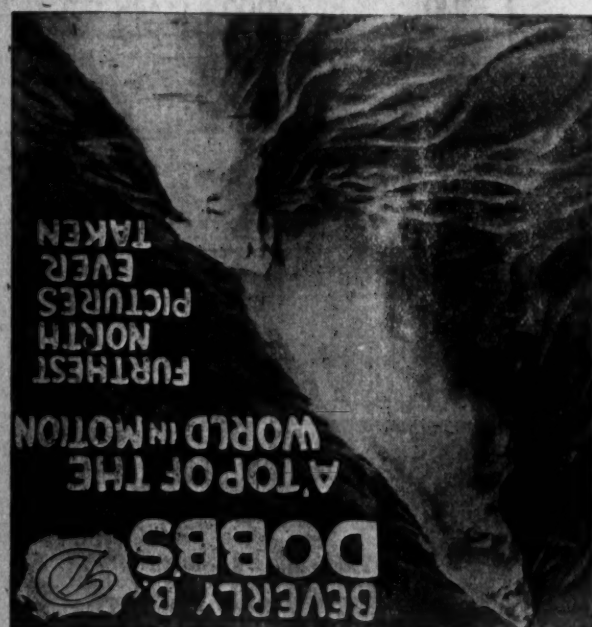
The Original Arctic Motion Pictures Marvelous

Fearless ESKIMOS and Daring HUNTERS Conquering Wild Animals in Their Native Haunts
 THRILLING AND REALISTIC SCENES

1,000 Scenes Portraying Scenic Grandeur and Weirdness of the Land of the Midnight Sun

\$200,000 WONDER SENSATION

Indorsed by Scientists, Press and Public everywhere shown. Most marvelous Portrayl of Arctic life ever seen



(Inverted by Censor)

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Aug. 20	—	San Francisco	Ecuador	Am. P.M.S.S. Co.	
Aug. 21	—	San Francisco	Korea Maru	Jap. T.K.K.	
Aug. 22	—	Seattle, etc.	Suma Maru	Jap. N.Y.K.	
Aug. 23	—	Tacoma and Seattle	Alia Maru	Jap. O.S.K.	
Sept. 3	—	San Francisco	Siberia Maru	Jap. T.K.K.	
Sept. 14	—	Tacoma & Seattle	Africa Maru	Jap. O.S.K.	
Sept. 14	—	San Francisco	Tenyo Maru	Jap. T.K.K.	
Sept. 14	—	San Francisco	Colombia Maru	Am. P.M.S.S. Co.	
Sept. 14	—	Vancouver	E. of Japan	Br. C.P.R.	
Sept. 16	—	Seattle, etc.	Fushimi Maru	Jap. N.Y.K.	
Sept. 19	—	Tacoma & Seattle	Arabia Maru	Jap. O.S.K.	
Oct. 8	—	Vancouver	Monteagle	Br. C.P.R.	

FOR JAPAN PORTS

Aug. 23	—	Kobe	Inaba Maru	Jap. N.Y.K.	
Aug. 23	—	Nagasaki, Kobe & Yama	Yamashiro Maru	Jap. N.Y.K.	
Aug. 23	—	Nagasaki	Simbiki	Rus. R.V.F.	
Aug. 24	—	Hongkong	Oni Maru	Jap. N.Y.K.	
Aug. 27	—	Nagasaki, Kobe & Yama	Chikugo Maru	Jap. N.Y.K.	
Aug. 31	—	Moji, Kobe & Osaka	Takeshima Maru	Jap. N.Y.K.	
Sept. 3	—	Nagasaki, Kobe & Yama	Tateyama Maru	Jap. N.Y.K.	
Sept. 7	—	Moji, Kobe & Osaka	Oni Maru	Jap. N.Y.K.	
Sept. 14	—	Moji, Kobe & Osaka	Takeshima Maru	Jap. N.Y.K.	

FOR EUROPE, INDIA, STRAITS, ETC.

—	—	London, etc.	Kawachi Maru	Jap. N.Y.K.	
Aug. 26	—	London, etc.	Inaba Maru	Jap. N.Y.K.	
—	—	Port Said	Andre Lebon	Fr. M.M.	

FOR SOUTHERN PORTS

Aug. 20 4.30	Ningpo	Kiangtse	Chl. C.M.S.N. Co.
Aug. 21 11.00	Hongkong & Canton	Sinkiang	Br. B. & S.
Aug. 21 4.00	Ningpo	Hsin Peking	Chl. C.M.S.N. Co.
Aug. 21	Hongkong & Manila	China	Am. C.M.S.S. Co.
Aug. 21	Foochow	Hacan	Chl. C.M.S.N. Co.
Aug. 22	Manila and Singapore	Arabia Maru	Jap. O.S.K.
Aug. 22	Manila and H'kong	Fushimi Maru	Jap. N.Y.K.
Aug. 23 4.00	Amoy, H'kong & Canton	Suiyang	Br. B. & S.
Aug. 24	Hongkong	Colombia	Am. P.M.S.S. Co.
Aug. 25 D.L.	Swatow & Hongkong	Kaifong	Br. B. & S.
Aug. 27 D.L.	Hongkong & Canton	Sungkiang	Br. B. & S.
Aug. 28	Hongkong	Mexico Maru	Jap. O.S.K.
Sept. 1	—	Chow, K'lung & Takao	Empress of Japan
Sept. 1	Hongkong		Br. C.P.R.

FOR NORTHERN PORTS

Aug. 30 9.00	Tsingtao & Dairen	Sakaki Maru	Jap. S.M.R.	
Aug. 30	Tsingtao	Yokohama Maru	Jap. D.K.K.	
Aug. 30 4.00	W'wei, Chefoo & T'sin	Fengtien	Br. B. & S.	
Aug. 29	Tientsin, direct	Tungwah	Chl. C.M.S.N. Co.	
Aug. 29	Chefoo & Tientsin	Hsiaifung	Br. J.M. & Co.	
Aug. 29 4.00	W'wei, Chefoo & T'sin	Koonshing	Chl. C.M.S.N. Co.	
Aug. 28 4.00	W'wei, Chefoo & T'sin	Sinokai	Rus. R.V.F.	
Aug. 24 10.00	W'wei, Chefoo & T'sin	Tungchow	Br. B. & S.	
Sept. 5	Tientsin & Dairen	Kehoku Maru	Jap. O.S.K.	

FOR RIVER PORTS

Aug. 20 10.00	Wuhu	Kwellin	Br. B. & S.	
Aug. 20	M.N. Hankow, etc.	Luanyi	Br. B. & S.	
Aug. 20	M.N. Hankow, etc.	Loongwo	Br. J.M. & Co.	
Aug. 20	M.N. Hankow, etc.	Yohyang Maru	Jap. N.Y.K.	
Aug. 21	M.N. Hankow, etc.	Poyang	Br. B. & S.	
Aug. 21	M.N. Hankow, etc.	Siangyang Maru	Jap. N.Y.K.	
Aug. 22	M.N. Hankow, etc.	Tachang Maru	Jap. N.Y.K.	
Aug. 23	M.N. Hankow, etc.	Chungking	Br. B. & S.	
Aug. 24	M.N. Hankow, etc.	Ngankin	Br. B. & S.	

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived	From	Ship's Name	Flag	Agents
Aug. 19	Ningpo	Hsin Peking	Br. B. & S.	
Aug. 19	Hankow	Poyang	Br. B. & S.	
Aug. 19	Hankow	Siangyang Maru	Chl. N.S.N. Co.	
Aug. 19	Hankow	Ningshae	Chl. C.M.S.N. Co.	
Aug. 19	Hankow	Kwellin	Br. B. & S.	
Aug. 19	Hongkong	Sphinx	Br. B. & S.	
Aug. 19	Dairen	Sakaki Maru	Jap. S.M.R.	

Departures

Date	For	Ship's Name	Flag	Agents
Aug. 18	M.N. Hankow, etc.	Kiangyung	Chl. C.M.S.N. Co.	
Aug. 18 8.00	Swatow and Hongkong	Yingchow	Br. B. & S.	
Aug. 18	Newchwang	Irene	Chl. C.M.S.N. Co.	
Aug. 18 10.00	T'sin, Dairen, Tsingtao	Keelung Maru	Jap. O.S.K.	
Aug. 19	Chinwangtao	Upolu	Jap. K.M.A.	
Aug. 19	M.N. Hankow, etc.	Tungting	Br. B. & S.	
Aug. 19	M.N. Hankow, etc.	Kiangwah	Chl. C.M.S.N. Co.	
Aug. 19 8.00	Swatow	Hohow	Br. B. & S.	
Aug. 19	Ningpo	Hsin Peking	Br. B. & S.	

Vessels Loading

For River Ports

HANKOW & PORTS.—The China Navigation Co.'s Steamer Luney, Captain Frazier, will leave from the French Bund on Tuesday, August 20, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Loongwo, tons 3,925 Captain Finelson, will leave on Tuesday, August 20, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson & Co. Ltd., General Managers, Passengers Tel. No. 249, Freight Tel. No. 250.

HANKOW & PORTS.—The Co's Str. Siangyang Maru, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on Wednesday, August 21, at about 12 o'clock midnight. For Freight or Passage, apply to The Nishin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Wednesday, August 21, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co's Str. Tachang Maru, Captain G. Kawamura, will be despatched from N.Y.K. poyang wharf on Thursday, August 22, at about 12 o'clock midnight. For Freight or Passage, apply to C.M.S.N. Co.

FOOCHOW.—The Str. Hacan, Captain F. H. Wallace, will leave on Wednesday morning. For Freight or Passage, apply to C.M.S.N. Co.

MANILA and SINGAPORE.

The O.S.K. Steamer Arabia Maru, Captain S. Nagata, will be despatched on Thursday, August 23, Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany shipment to U. S. A. The steam-launch conveying passengers on board will leave the Custom's jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4235.

AMOI, HONGKONG and CANTON.—The China Navigation Co.'s Steamer Suiyang, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Friday, August 23, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Kaifong, Captain E. B. Jones, will leave from the French Bund on Sunday, August 25, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sungkiang, Captain H. Troubridge, will leave from the French Bund direct for the above ports on Tuesday, August 27, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents, Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. Mexico Maru, Capt. K. Komiya, will be despatched from the Co's Yangtzeppoo wharf on Wednesday, Aug. 28, at — The steam-launch conveying passengers on board will leave the Customs jetty at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Tel. No. 4234 and 4235.

TAKAO (Formosa) via FOOCHOW and KEELUNG.—The Str. Keelung Maru, Captain S. Imai, will be despatched from the Co's Yangtzeppoo wharf on Sunday, Sept. 1, at — The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4235.

For Northern Ports

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Steamer Fengtien, Captain Harris, will leave from the French Bund on Tuesday, August 20, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

TIEN-TSIN DIRECT.—The Str. Tungwah, Captain Smith, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

CHEFOO & TIEN-TSIN.—The Str. Hsinfung, Captain W. S. Ross, will leave on Wednesday morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Steamer Tungchow, Captain Bennett, will leave from the French Bund on Saturday, August 24, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

TIEN-TSIN & DAIREN.—The Str. Kohoku Maru, Captain S. Ohba, will be despatched from the Co's Yangtzeppoo wharf on Thursday, Sept. 5, at — The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund, Tel. No. 4234 and 4235.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE YOKOHAMA and HONOLULU.—The S. S. Korea Maru, 18,000 tons, Captain T. Ota, will be despatched on Wednesday, August 21, Tender conveying Customs passengers and mails will leave Custom's jetty at 4 p.m. For passage apply to Toyo Kisen Kaisha, T. N. Alexander, Manager.

TACOMA & SEATTLE CALLING KEELUNG, KOBE and YOKOHAMA.—The O.S.K. Str. Alia Maru, Captain S. Yamazaki, will be despatched on Sunday, August 25, Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany shipment to U. S. A. For Freight, please apply to The O.S.K., No. 4 The Bund, Tel. No. 4234 and 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Africa Maru, Captain H. Yamamoto, will be despatched on Sunday, September 8, Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany shipment to U. S. A. The steam-launch conveying passengers on board will leave the Custom's jetty at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund, Tel. No. 4234 and 4235.

C. N. C. CHINA NAVIGATION CO., LTD.

YANGTZE RIVER & CHINA COAST PORTS. FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Luney, Nagasaki, Poyang, Tsung, Tungking, Wuchang and Chungking.—Sailing from the French Bund at midnight. These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtze and Huanan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, &c. but have no accommodation for Foreign passengers. Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIEN-TSIN (and PEKING via TIEN-TSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengkiang.—Sailing from the French Bund. Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOI, SWATOW, HONGKONG, and CANTON.—S.S. Suiyang, Sungkiang, Sinkiang, Yingchow, Sungkiang and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application. Regular sailings every Tuesday, Thursday and Sunday mornings.

For Ningpo.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4.50 p.m. The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, &c. see "THE TAIKOO SHIPPING GAZETTE" obtainable from the Under-Signed, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook & Son, Kuaso-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE, Agents 21-23 French Bund. Freight: Telephone No. 77, Passage: Telephone No. 401.

PACIFIC MAIL S.S. CO.

"SUNSHINE BELT" Trans-Pacific Service

By the New, 14,000 Ton, Oil Burning Steamers "ECUADOR" "VENEZUELA" "COLOMBIA"

SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
S.S. ECUADOR Aug. 20	S.S. COLOMBIA Aug. 24
S.S. COLOMBIA Sept. 14	S.S. VENEZUELA Sept. 21

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two Bed state-rooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

East India Service

By the Modern, Oil Burning Steamers "COLUSA", 16,000 tons "SANTA CRUZ" 15,000 tons

SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta	For San Francisco via Cebu and Honolulu
S.S. COLUSA Oct. 10	S.S. SANTA CRUZ Sept. 25
S.S. SANTA CRUZ Nov. 27	S.S. COLUSA Nov. 25

Safety and comfort of passengers our first consideration. For information re freight or passage apply to

PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5050 Cable Address "Solano"

O. S. K. OSAKA SHOEN KAISHA

(Osaka Mercantile S. S. Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For Marseilles
For Genoa

AMERICAN LINE

Via Pacific, calling at Nagasaki, Kobe, Yokohama, B. C.
For Tacoma and Seattle, Wash.
"ALTAI MARU" (15,000 tons) Capt. — Aug. 22, Aug. 25

"AFRICA MARU" (18,000 tons) Capt. H. Yamoto, Sept. 7, Sept. 8

"ARABIA MARU" (18,000 tons) Capt. S. Nagata, Sept. 18, Sept. 19

"CANADA MARU" (12,000 tons) Capt. Y. Yamoto, Sept. 5, Sept. 6

For Manila and Singapore
"ARABIA MARU" (18,000 tons) Capt. S. Nagata, Aug. 20, Aug. 22

For Hongkong and Singapore
"MEXICO MARU" (12,000 tons) Capt. K. Komiya, Aug. 27, Aug. 28

CHINA COASTING LINE
For Tsingtao, Tientsin and Dairen
"KEELUNG MARU" (1,569 tons) Capt. S. Imai, Aug. 15, Aug. 18

For Tientsin and Dairen
"KOHOKU MARU" (2,610 tons) Capt. S. Ohba, Sept. 3, Sept. 5

For Fookchow, Keelung, (Formosa) and Takao
"KEELUNG MARU" (1,569 tons) Capt. S. Imai, Aug. 30, Sept. 1

The Company also runs numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan.

For freight, passage and further information, please apply to—

M. SHIMAMURA, Manager.
Union Building, 4 The Bund
Tel. Address: SHOEN, SHANGHAI, Tels. 4234 and 4235

OSAKA SHOEN KAISHA

Telephone 1848 63, Szechuen Road

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Carries Packed for Shipment by Expert Packers

SHIPPING AND FORWARDING AGENTS.
Telephone 1848 63, Szechuen Road

CANADIAN PACIFIC OCEAN SERVICES LIMITED

PACIFIC SERVICE
QUICKEST TIME ACROSS THE PACIFIC

To CANADA, UNITED STATES and EUROPE via VANCOUVER

In connection with the Canadian Pacific Railway

SAILINGS FROM SHANGHAI

For Vancouver via Nagasaki, Kobe and Yokohama

For Hongkong

Empress of Japan Sept. 14

Key West Sept. 15

Monteagle Oct. 5

Empress of Japan Nov. 9

Monteagle Nov. 26

* Monteagle calls at Moji

DOMINION EXPRESS TRAVELERS' CHEQUES SOLD
Accepted for full face value in every city in America.

For further information regarding passenger fares, sailings, etc., apply to

G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building.
Tel. Central 182.

For through bills of lading quotation of freight rates, etc., apply to

I. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads.
Tel. Central 181.

T. K. K. SHANGHAI BRANCH OFFICE

TOYO KISEN KAISHA (ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

KOREA MARU 20,000 tons for San Francisco, Aug. 21, 1918

SIBERIA MARU 15,000 tons for San Francisco, Sept. 3, 1918

TENYO MARU 22,000 tons for San Francisco, Sept. 9, 1918

SHINYO MARU 22,000 tons for San Francisco, Oct. 6, 1918

FOR HONGKONG DIRECT

SIBERIA MARU 18,000 tons for Hongkong, Aug. 14, 1918

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Service, Ltd.

SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to alteration)

EUROPEAN LINE			
For London or Liverpool via ports.			
* (For Liverpool.)			
Tons			
MANAGAWA MARU	12,500		
INABA MARU	12,500		
AMERICAN LINE			
Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., and Seattle, Washington.			
BUWA MARU	21,000	Capt. T. Sekine	Aug. 22
FUSHIMI MARU	21,000	Capt. T. Iriawa	Sept. 16
SHANGHAI-YOKOHAMA LINE			
(Via Nagasaki, Moji and Kobe.)			
YAMASHIRO MARU	7,000	Capt. Y. Nakajima	Aug. 23
CHIKUGO MARU	5,000	Capt. M. Taniguchi	Aug. 27
WATAGAMI MARU	4,500	Capt. N. Tsuruhashi	Sept. 3
SHANGHAI, MOJI, KOBE AND OSAKA LINE			
OMI MARU	7,000	Capt. M. Michida	Aug. 24
TAKESHIMA MARU	4,500	Capt. A. Nakamata	Aug. 31
OMI MARU	7,000	Capt. M. Michida	Sept. 7
TAKESHIMA MARU	4,500	Capt. A. Nakamata	Sept. 14
FOR JAPAN			
INABA MARU	12,500	Capt. K. Migo	Aug. 23
KOBE TO SEATTLE			
ATSUTA MARU	16,000	Capt. K. Inatsu	Sept. 13
FOR HONGKONG			
KASHIMA MARU	19,000		Sept. 3
KATORI MARU	19,000		Oct. 2
FOR MANILA AND HONGKONG			
FUSHIMI MARU	21,000		Aug. 22
BUWA MARU	21,000		Oct. 22
AUSTRALIAN LINE			
Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)			
AKI MARU	13,500		Aug. 21
TANGO MARU	14,000		Sept. 18
NIKKO MARU	10,000		Oct. 16
CALCUTTA LINE			
Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)			
BOMBAY LINE			
Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)			
The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.			
For freight, passage and further information, apply to T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.			
Tel. Address: Yusen, Shanghai.			

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

000—Midnight, 1330—130 p.m.

July 1st, 1917, and until further notice

Peking-Mukden Line			
Mail	Mail	Local	Local
101	102	103	104
105	106	107	108
109	110	111	112
113	114	115	116
117	118	119	120
121	122	123	124
125	126	127	128
129	130	131	132
133	134	135	136
137	138	139	140
141	142	143	144
145	146	147	148
149	150	151	152
153	154	155	156
157	158	159	160
161	162	163	164
165	166	167	168
169	170	171	172
173	174	175	176
177	178	179	180
181	182	183	184
185	186	187	188
189	190	191	192
193	194	195	196
197	198	199	200
201	202	203	204
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213	214	215	216
217	218	219	220
221	222	223	224
225	226	227	228
229	230	231	232
233	234	235	236
237	238	239	240
241	242	243	244
245	246	247	248
249	250	251	252
253	254	255	256
257	258	259	260
261	262	263	264
265	266	267	268
269	270	271	272
273	274	275	276
277	278	279	280
281	282	283	284
285	286	287	288
289	290	291	292
293	294	295	296
297	298	299	300

Tientsin-Pukow Line			
Mail	Mail	Local	Local
101	102	103	104
105	106	107	108
109	110	111	112
113	114	115	116
117	118	119	120
121	122	123	124
125	126	127	128
129	130	131	132
133	134	135	136
137	138	139	140
141	142	143	144
145	146	147	148
149	150	151	152
153	154	155	156
157	158	159	160
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269	270	271	272
273	274	275	276
277	278	279	280
281	282	283	284
285	286	287	288
289	290	291	292
293	294	295	296
297	298	299	300

Shanghai-Nanking Line			
Mail	Mail	Local	Local
101	102	103	104
105	106	107	108
109	110	111	112
113	114	115	116
117	118	119	120
121	122	123	124
125	126	127	128
129	130	131	132
133	134	135	136
137	138	139	140
141	142	143	144
145	146	147	148
149	150	151	152
153	154	155	156
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273	274	275	276
277	278	279	280
281	282	283	284
285	286	287	288
289	290	291	292
293	294	295	296
297	298	299	300

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST" Conventional Signs.

300 = train runs on Thursday only. 230 = train runs on Friday only.

300 = on trains marked thus passengers must hold additional place tickets.

B = train has buffet car with regular meal service

S = train has sleep. accomm. 1st & 2nd class. s = train has only 1st class sleep. accomm.

Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsueh-wu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday

NORTHCLIFFE EULOGISES DOMINIONS AND AMERICA

Gallipoli And Vimy Have Counterpart In Chateau-Thierry, He Says

(London, August 16.—Lord Northcliffe today entertained Canadian, Australian and American press men to luncheon at the historical courtyard of the Times office in Printing House Square, which had been roofed with a spacious tent for the occasion. Besides the Canadian and New Zealand editors who were invited there were also present Lord Reading, Mr. W. M. Hughes, Mr. W. F. Massey, Sir Robert Borden, the Australian, New Zealand and Canadian High Commissioners, and a host of other prominent citizens from the Dominions. Toasting his guests Lord Northcliffe said:

The way our boys from overseas came at the beginning of the war and have been coming ever since to help the old country is one of the most moving and touching things in history. What they did at Gallipoli and Vimy, the boys of America have been doing at Chateau-Thierry.

The Americans had proved to be "the good" and what the Germans called a "mob in uniform" had proved to be an entirely new and very efficient kind of army.

Lord Northcliffe mentions as an instance the question of air engines. He said that the potential output of these in the United States was far greater than the combined output of Austria and Germany or of the whole British Empire. The Liberty Motor was a wonderful production. The public would learn particulars of their output because the Americans were fighting a public, not a secret, war.

Lord Northcliffe estimated that America could produce 10,000 air motors a month.

One of the great miracles of the world was the way the Americans had been transported over sea and land. The railroad handling alone had been a great achievement. It had all been done with an order and astounding penetration far in advance of the promises made by their Government.

Likewise their efforts with regard to food production and shipbuilding had been unimagined. America was turning out every kind of ship at an unprecedented speed.

Lord Northcliffe said that the frankness of the American Government had a great deal to do with the acceleration of its shipbuilding program. He proceeded to criticize the secrecy and censorship of the British Government, as the result of which the world has never realized the magnitude of Great Britain's silent effort. As an instance he told Mr. Holman, the Premier of New South Wales, when visiting America recently, was asked by newspaper men if the Australian had not done enough and if it was not time that Great Britain began to fight. The best proof of what Great Britain had done existed in the casual way in which were not permitted to be known to us or to our Allies.

Lord Northcliffe, remarking that the Germans knew our casualties to a man, estimated that "we have had 900,000 killed during the war and that last year our total casualties were over eight hundred thousand" (780,000).

These figures were sufficient answer to the German propaganda that England was ready to fight to the last Frenchman, to the last Italian, to the last American or to the last man from her dominions.

Enough Wool Left for Civilian Needs

Government Allows Dealers to Keep Material for Clothes for Year

(American Wireless To Reuters)

New York, August 17.—(Received by French Wireless Station).—The Chief of the Woolen Division of the War Industries Board has announced that despite the fact that the Government has taken over the entire stock of wool from growers and dealers for war use, there remains in the hands of the jobbers and cutters enough material to supply the civilian clothing needs for a year.

CARRANZA CANCELS CONFISCATION DECREE

Orders Protested Against By Britain And America Are Withdrawn

(Reuters Agency War Service)

New York, August 17.—In connection with the representations made by the British and American Governments to Mexico regarding the oil decrees, the Washington correspondent of the Associated Press learns that President Carranza on the 12th cancelled the decree issued on July 3 under which undeveloped oil lands might be seized by the Mexican Government if the owners failed to submit to excessive taxation.

First Liberty Bonds Selling Above Par

(American Wireless To Reuters)

New York, August 18.—(Received by French Wireless Station).—Active and active in United States First Liberty Loan Bonds, which bear interest at 3½ percent, was the failure of the Stock Exchange yesterday. The bonds advanced to 100½, the highest price yet reached on the Stock Exchange, indicating the security of Government issues.

Ecuador Leaves Today; Korea Sails Tomorrow

Pacific Mail Liner Takes General R. K. Evans To United States

Brigadier General Robert K. Evans, recently relieved as commander of the Philippine department of the United States Army, and Dr. A. P. Fitzsimmons, Insular treasurer for the Philippine Islands, are through passengers on the Pacific Mail liner Ecuador, which arrives here from Hongkong at daylight and leaves for Yokohama, Honolulu and San Francisco this afternoon at four o'clock. The liner will take a full passenger list and an unusually large cargo including 1,000 bales of silk from Shanghai, 700 tons of coconut oil from Manila and over 3,000 tons of general cargo from the Philippines.

The Toyo Kisen Kaisha liner Korea Maru will anchor at Wosung at midnight tonight and is scheduled to sail for Japan ports and San Francisco tomorrow afternoon at four o'clock. Both the Korea and the Ecuador have been delayed by the typhoon which has swept the South China Sea during the past three days.

U. S. Mail In Tomorrow

Two liners arrive here from the United States tomorrow the China Mail Steamship Company ship China docking at Hongkong wharf tomorrow morning and the Pacific Mail Steamship Company steamer Colombia reaching Shanghai tomorrow night. The China leaves for Hongkong and Manila tomorrow afternoon, taking 700 tons of Shanghai flour to the Philippines. The Colombia sails for Manila Thursday.

The China brings a big mail from the United States.

Sues For Tls. 50,000 On Loss Of Whatai

Venus Insurance Co. Defendants In British Supreme Court Action

Suit for Tls. 50,000 against the Venus Fire and Marine Insurance Co., Ltd., was begun in the British Supreme Court yesterday by Hong Tai and Co., on a claim of insurance due following the loss last May of the steamer Whatai.

The plaintiffs also claim interest on the sum of Tls. 50,000 from June 26 to date of proof of loss and demand for payment.

The action was begun before Mr. G. W. King, Registrar, who ordered pleadings to be filed by Mr. J. B. Davies appeared for the plaintiff and Mr. W. G. Priestwood and Mr. J. O. Anderson for the defendants.

RACE CLUB PAYS TRIBUTE TO LATE MR. JOHN LIDDELL

Mr. W. S. Jackson Expresses Organisation's Regret For Loss Of Veteran Member

A sincere tribute to the memory of the late Mr. John Liddell of Shanghai, who died recently in Japan while on his way to America for his health, was paid at last evening's meeting of the Shanghai Race Club by Mr. W. S. Jackson, the Chairman, before the business of the meeting was taken up. "Before calling the meeting to order," Mr. Jackson said when he read the obituary notice of Mr. Liddell in the archives of this Club our very deep regret at the irreparable loss we have sustained through the death of our late colleague, Mr. John Liddell.

"Mr. Liddell was a member of this Club for over thirty years and was a Steward of the Club since 1899, with the exception of various periods when he was absent from Shanghai. As a Steward of the Race Club we shall miss his sound advice and ready assistance in all matters connected with the Club, a Club in which he took the keenest interest.

Business and Official Notices

LOST

Delivery Order, part of B/L No. 16, steamer "Wosang," voyage 402, from Hongkong, May 18th, 1918. Issued by the Indo-China S. N. Co. calling for 2 bundles Wire. A Duplicate Delivery Order has been issued and the public is hereby warned against negotiating the original.

GETZ BROS. & CO.
OF THE ORIENT, LTD.
19019

Chow Tzu Kong BOOK STORE

REMOVED
From 241a Szechuen Road
to
111 SZECHUEN ROAD
19007



Calculator Machines for Sale

A time-and-money-saving machine which adds, subtracts, multiplies and divides. Sold for the small sum of Tls. 15.00 only.

APPLY TO THE
Continental Import & Export
Company
8 MUSEUM ROAD.
18847

CARPETS OF EXCELLENCE

At the Lowest Possible Prices.
Come and See Us.

The HIWA YENG Factory—the largest and most modern of its kind—invites your inspection and patronage. We have a large stock of Tientsin carpets and rugs from which to choose. The best patterns manufactured from guaranteed quality sheep or camel hair. Our dyes are warranted fadeless. Customers' own designs made up to order.

Prices according to quality and size, from \$7.50 upwards or, by the square foot, at \$0.50 to \$1.40 per foot. For the convenience of our Patrons we have recently arranged an adequate and comfortable showroom. PLEASE PAY US A VISIT. We shall be pleased to show you our carpets and the method of manufacture. You will not be importuned to buy; we leave this matter to your judgment.

Our factory will be found on the NORTH side of PEKING ROAD, a little East of Shanse Road Corner. The No. is

127 PEKING ROAD.
Beware of imitation Carpets—reported to be made from camel or sheep wool—which are really manufactured from Hemp. A Camel wool carpet will wear for 15 years. A Hemp Carpet will wear for only 3 years.

THE CATHAY LACE CO.

19 Nanking Road, Shanghai

The Chief Manufacturers
and Exporters of Hand-made
Laces, Embroideries, Etc.

Big Stock
of
FILET LACES
for
WHOLESALE

The Shanghai
Chemical
Laboratory
No. 4 Canton Road

American Express Co.

Head Office, New York

Offices at principal points in United States and Europe.

Travelers Cheques, Letters of Credit, Money Orders, Drafts and Telegraphic Transfers, on all parts of the world.

Banking business of all kind transacted. Bills of Exchange purchased. Commercial Letters of Credit issued. Interest allowed on Current Accounts and Fixed Deposits.

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For Sale by All Clubs, Hotels
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Elephant
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this market.



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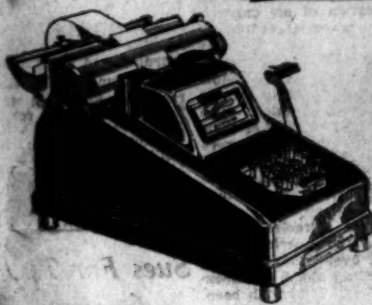
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SELF COLUMN FINDER
LISTING IN PLAIN SIGHT
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Has 4 sparking points instead of only one or two.

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Fancy Cakes and Candies of French Style in All Descriptions

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TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translator work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, etc. Please apply to Chang Nieh-yun, 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

EDUCATIONAL

WANTED: American college graduate, to teach English, Latin and other subjects in a Government College in Wuchang. Salary liberal. Apply No. 4 Paotung Road, North Honan Road Extension. 18992 A.20.

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TO LET, 9 Tsongchow Road, adjoining Burlington Hotel, 6 roomed residence. Rent Tals 60. Apply premises for inspection. J. T. Hammond, 38 Nanking Road. 18878

TO LET: No. 6 Wayside Road corner residence of five good rooms near Wayside tram. Rent Tls. 60. Apply premises for inspection; further particulars J. T. Hammond, No. 38 Nanking Road. 18876

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All Advertisements must be Prepaid

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WINDSOR HOUSE

14-18 Quinsan Gardens

Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table. Telephone North 482.

No. 2 Quinsan Gardens

To let first floor furnished room with bathroom attached, suitable for married couple or two bachelors. Also one attic room. Terms moderate. Apply Mrs. G. Pollock.

TO LET: Large sitting room with adjoining bedroom and bathroom and large verandah, comfortably furnished, with or without board, or separate kitchen if desired, in Avenue Joffre, tram-line passing house. Apply to Box 263, THE CHINA PRESS. 19084 A. 25.

HOUSES WANTED

WANTED: A foreign fashioned house having four or more bedrooms for a Chinese family. Apply to Box 240, THE CHINA PRESS. 18994 A.21.

SITUATIONS WANTED

WANTED: Situation by a lady speaking French, Russian, a little English in a family going to America. Apply to Box 265, THE CHINA PRESS. 19036.

EXPERIENCED commercial traveller wants to take up the sale of goods in Tientsin and Peking. Exclusive rights desirable. Best references and guarantee if necessary. Reply to Room No. 51, Kalee Hotel. 19029 A. 20.

POSITION OF EXECUTIVE RESPONSIBILITY wanted by a LIVE-WIRE CHINESE of middle age having intimate knowledge of Shipping, Customs, Banking, Insurance, Exporting and Importing. Is author of a widely-known work on these subjects (in English). Knows Chinese business methods, the handling of agents, advertising and selling schemes. Speaks several current native dialects. Has organising, administrative and executive abilities. At present holding position of \$4,000 p.a. Apply to Box 255, THE CHINA PRESS. 19020 A.20.

POSITION WANTED: By young business man (Neutral) English, French, Dutch languages. Good experience. References and security. Apply to Box 250, THE CHINA PRESS. 19011 A.20.

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FOR RENT: Two large light rooms for office, Central location, ready for occupancy September 1st. Apply to Box 252, THE CHINA PRESS. 19014

APARTMENTS WANTED

WANTED: Small room with board in Central district by young Britisher. Apply to Box 267, THE CHINA PRESS. 19029 A. 22.

WANTED: Office and residential flat, five rooms, vicinity Szechuen and Canton Roads. Apply to Box 266, THE CHINA PRESS. 19038 A. 22.

WANTED: Furnished room with board for two. Central or Western district. State terms to Box 259, THE CHINA PRESS. 19025 A.20.

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WANTED: A nurse or traveling amah to help take care of infant going to America. Apply to Box 251, THE CHINA PRESS. 19012 A.20.

Exchange and Mart

WANTED: Smith and Wesson revolver, caliber .38. Apply to Box 264, THE CHINA PRESS. 19035 A. 21.

FOR SALE: American self-oiling "Racycle" bicycle, practically new. Full equipment, including trip and total mileage cyclometer, also extra large strong parcel carrier. Suitable for private use, or Hong delivery service. Can be seen at 58 Baikal Road, Wayside. A rare bargain. 19032 A. 21.

FOR SALE: Motor Car. Buick six cylinder, used six months. Reasonable price. Apply to Box 261, THE CHINA PRESS. 19031 A.22.

WANTED: High power sporting rifle, medium caliber, Winchester or Marlin preferred, non-automatic. At least 200 cartridges must go with gun. Reply, giving full particulars as to make and model of rifle, caliber, etc., and how many cartridges. Apply to Box 257, THE CHINA PRESS. 19024 A.24.

WANTED: 22 caliber long rifle cartridges. Willing to pay good price for same. Any number up to 1,500. Apply to Box 258, THE CHINA PRESS. 19024 A.24.

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Amusement Advertising will be found on Page 8